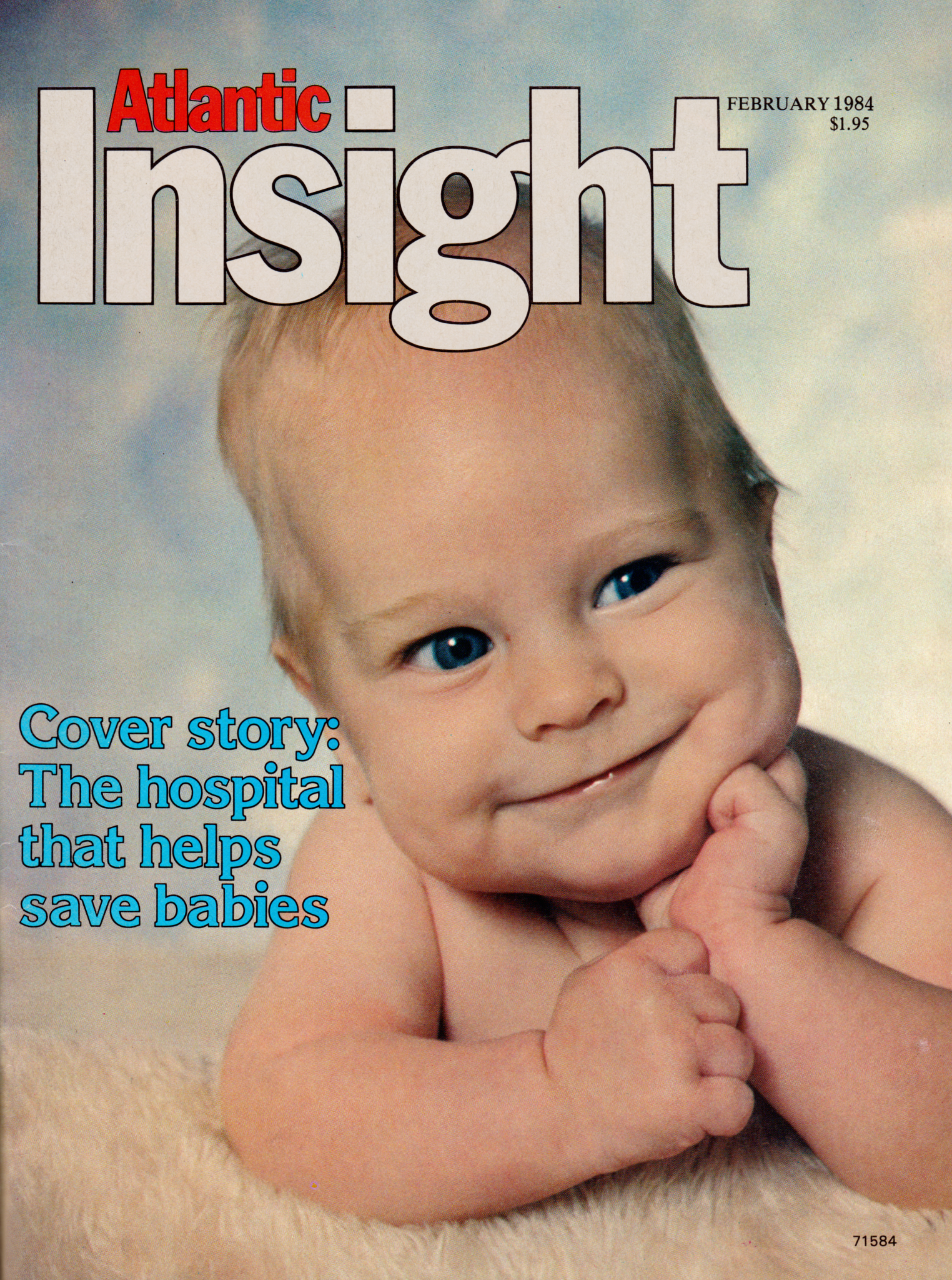


Atlantic Insight

FEBRUARY 1984
$1.95

Cover story: The hospital that helps save babies

71584

Good taste is why you buy it.

Ballantine's

Atlantic Insight

FEBRUARY 1984 Vol. 6 No. 2

Editor
Marilyn MacDonald
Managing Editor
Marian Bruce
Art Director
Bill Richardson
Photography Director
David Nichols
Associate Editor, Copy Chief
Pat Lotz
Senior Writer
Harry Bruce
Staff Writer
Rachelle Henderson
Circulation Manager
Neville Gilfoy
Production Manager
Pam Lutz
Subscription Services
Supervisor — Yvonne Power

Publisher
Jack M. Daley

Advertising Sales in Nova Scotia
Susan McKinney
Steve Pilon
Margot Sammurtok
Lin Yaremchuk
1-902-429-8090

In Prince Edward Island and New Brunswick:
Barry Smith
R.R. #3, Vernon Bridge, P.E.I. C0A 2E0
Telephone (902) 651-2147

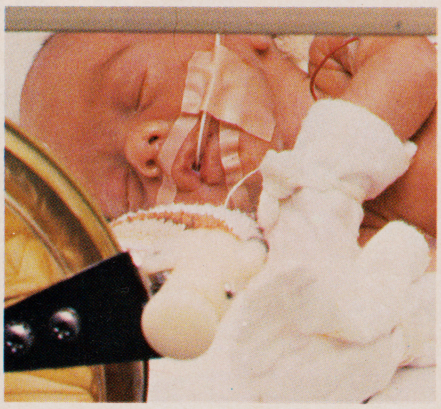
In Newfoundland:
Stephen Sharpe
P.O. Box 8513, Postal Station A
St. John's, Nfld. A1B 3P2
Telephone: (709) 722-3138

National Sales
John McGown & Associates Inc:
Nik Reitz
785 Plymouth Ave., Suite 310
Montreal, Quebec H4P 1B3
Telephone: (514) 735-5191

David Richardson
4800 Dundas St. W.
Toronto, Ontario M9A 1B1
Telephone: (416) 232-1394

Eric McWilliam
1334 Seymour St.,
Vancouver, V6B 3P3
Telephone: (604) 682-6311

Atlantic Insight is published 12 times a year by Northeast Publishing Limited. **President**: Marilyn MacDonald. **Secretary-Treasurer**: J.L.S. Jenkin. Address: 1668 Barrington St., Halifax, N.S. B3J 2A2. Second Class Mail Registration No. 4683, ISSN 0708-5400. Indexed in *Canadian Periodical Index*. SUBSCRIPTION PRICES: Canada, 1 year, $22, 2 years, $38; U.S.A., Territories and Possessions, 1 year, $35; Overseas, 1 year, $45.
Contents copyright ©1984 by Northeast Publishing Limited may not be reprinted without permission. PRINTED IN CANADA. Northeast Publishing Limited assumes no responsibility for unsolicited manuscripts and other materials and will not return these unless accompanied by stamped, self-addressed envelopes.



COVER STORY

The Grace Maternity Hospital in Halifax is the main referral centre for high-risk pregnancies. It's unique in Canada and experts rate it as one of the best hospitals in the world. Saving tiny newborn babies who would perish without the hospital's help is a cheering business. No wonder, as one worker at the Grace says, "this is an upbeat place."

By Rachelle Henderson **PAGE 26**

COVER PHOTOGRAPHY BY JOHN POWELL

PHOTOESSAY

For some people, northern Cape Breton in winter offers no more than a bleak, barren prospect. But photographer Garry Briand's lens finds beauty in the shapes, colors and textures of its raw landscape **PAGE 40**

ART

New Brunswick's energetic Claude Roussel has written for newspapers, fought for Acadian rights and, as a painter-sculptor, firmly resisted the kind of art that's "just a matter of rocking people to sleep." His work is controversial — a former mayor of Saint John once called it a "disaster" — but it isn't ignored **PAGE 44**

FOOD

To enjoy real, fresh, creamy Gouda cheese you have to go to Holland, right? Wrong. In Lower Economy, N.S., Willem and Maja van den Hoek produce a down east version that's delectable and that forms the base for some recipes from their tea room **PAGE 64**

FEATURES:

The Region 6
Cities 9
Labor 13
Environment 14
Music 24
Film 30
Medicine 32
Sports 34
Media 39
Travel 57
Profile 63
Folks 66

DEPARTMENTS

Editor's Letter 3
Feedback 5
Nova Scotia 17
Prince Edward Island 19
New Brunswick 20
Newfoundland and Labrador 22
Harry Bruce's column 37
Ralph Surette's column 38
Calendar of events 62
Ray Guy's column 68

Bacardi amber tastes great mixed because it tastes great unmixed.

Bacardi Planter's Punch
Splash 3 oz. Bacardi amber over cracked ice in a shaker. Add 2 oz. lemon or lime juice, 2 tsps. sugar. Shake well. Strain into tall glass with cracked ice. Garnish with cherry, slice of lemon or lime, ½ slice of orange, sprig of mint.

Bacardi & ginger ale
Fill a glass with ice cubes and add a jigger of Bacardi amber. Add ginger ale, and garnish with lime wedge or slice. Easy, breezy and bubbly.

One sip and the secret's out. Bacardi amber rum by itself is nothing but smoothness and light-bodied taste. So it comes on smooth and light in everything from a simple rum 'n ginger ale to an exotic Planter's Punch. Any way you mix it, Bacardi amber comes through for you.

For a good food and drink recipe booklet, write FBM Distillery Co. Ltd., P.O. Box 368, Brampton, Ontario L6V 2L3.

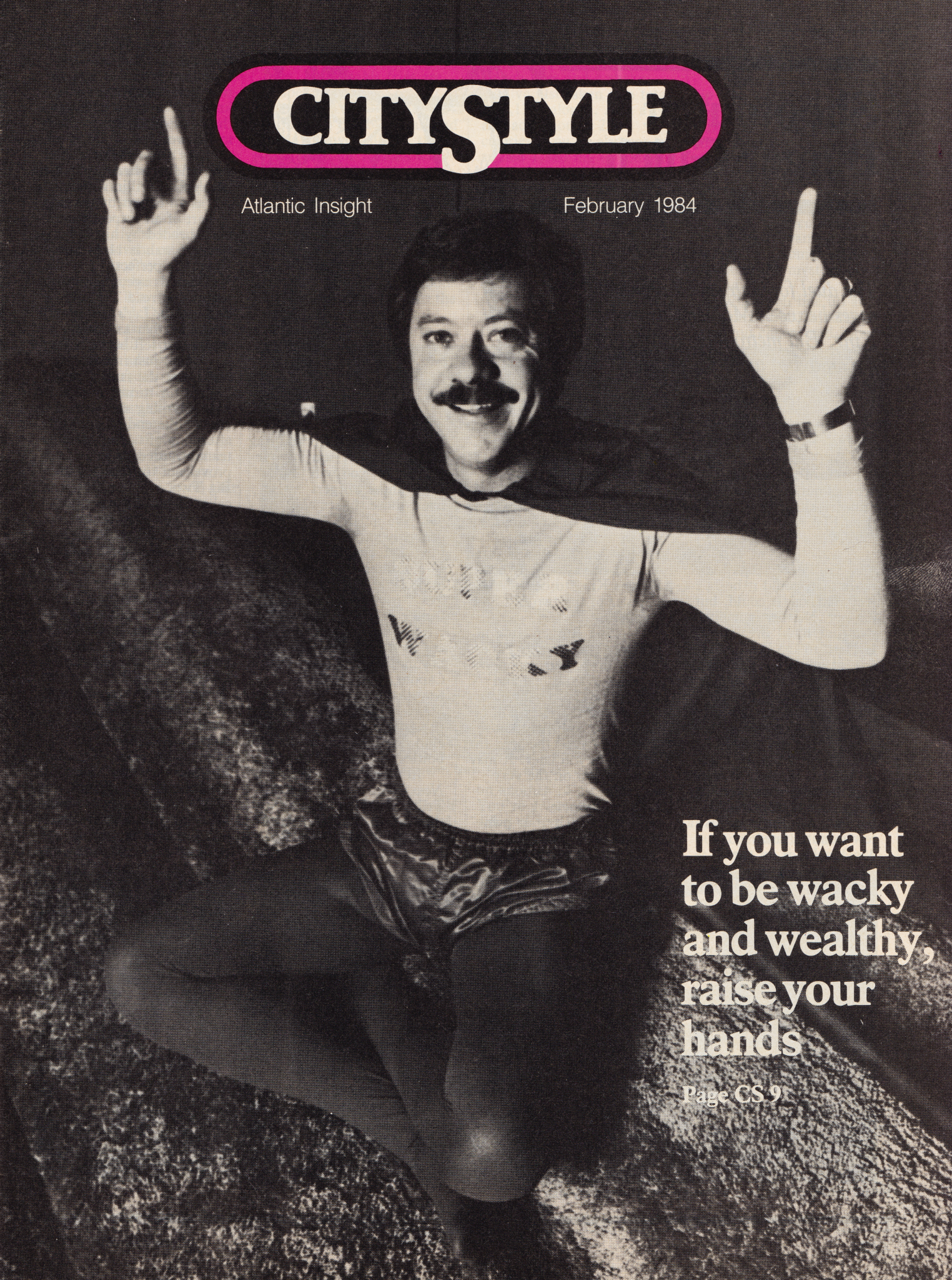
On the rocks

Bacardi amber. The smooth rum taste comes through.

BACARDI RUM(S) PRODUCED BY SPECIAL AUTHORITY AND UNDER THE SUPERVISION OF BACARDI & CO. LTD. BACARDI AND THE BAT DEVICE ARE REGISTERED TRADEMARKS OF BACARDI & CO. LTD. BOTTLED BY FBM DISTILLERY CO. LTD., CANADA.

CITYSTYLE

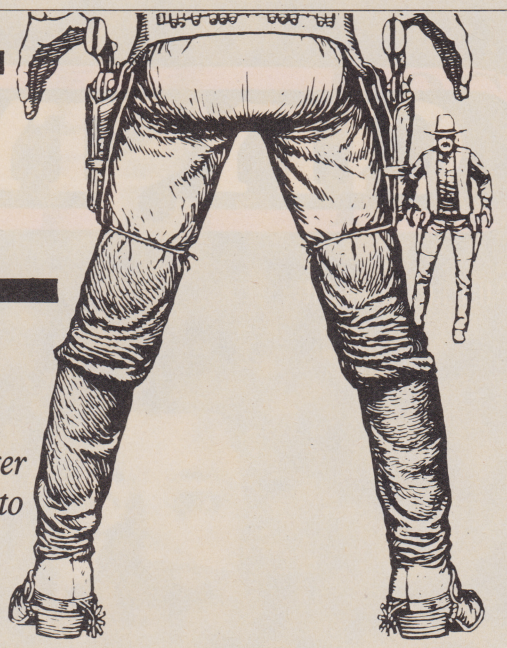
Atlantic Insight February 1984



If you want to be wacky and wealthy, raise your hands

Page CS 9

Shootout at Burger Gulch



The duel for your snack dollar still rages between McDonalds and Burger King. But metro kids' hearts belong to the crowd at the golden arch.

The crooning male voice on the radio, with just the hint of a catch in it, drowns out the sound of milk trickling into a bowl of Bran Flakes & Fruit:

You tell me that you're leaving;
I can't believe it's true

Is that, could it be . . . Neil Sedaka? It could, but it's not. Neither is it his two-time hit, "Breaking Up Is Hard to Do," although the introduction is the same and it sounds a lot like it. But the breaking up this ditty refers to has nothing to do with your boyfriend. It's a Burger King commercial and the breaking up it has in mind is the split it wants you to make with the other burger giant, McDonalds.

And, as if on cue, just a few minutes later McDonalds is on the air with a pitch for its latest special. This time it's ice cream cones. The spot never mentions Burger King although, mere months ago, McDonalds was taking legal action against its upstart rival to prevent its use of an alleged survey which showed Burger King to be the more popular of the two fast-food chains.

Neither Burger King nor McDonalds probably expects you to drop your spoon, abandon your cereal and rush right over to the nearest outlet. They will be patient because they know they've planted the seed that will get to you later. It may come to you on the very same day.

Snack attack.

Whether it's your own or, as McDonalds knows better than anyone else, a fit brought on at the prompting of a Smaller Person in your household, you will think about those burgers, those fries, those shakes and, if you give in (if?), you will probably end up at one of these two chains.

Avoiding fast food isn't impossible but it's tough. You can follow a string of fried chicken, donair and, of course, burger houses from sea to shining sea and beyond. The author Truman Capote claims to have travelled across the United States with a friend and subsisted the entire time on chili dogs washed down with bottles of Dom Perignon.

In a recent article in *The New Yorker*, writer Calvin Trillin describes a foray through the burger palaces of — guess where? — Paris, including a McDonalds and a "Maison du Whopper." One Burger King on the Champs-Elysées, it may interest or discourage you to know, does more business than any other Burger King in the world.

Like any sensible adult who knows when he's out of his depth, Trillin went along not as an expert but merely as part of an inspection team headed by his daughter Sarah. Sarah is 11 — just about the perfect McDonalds age, it seems — and if you read Trillin's book *Alice, Let's Eat*, you'll remember her as the kid who never left home without her bagel, just in case the restaurant the family was headed for turned out not to have anything she wanted to eat. At the end of a long afternoon of tasting, the team awarded its seal of approval not to either of the Big Two, but to a franchise called What a Burger. That's as it may be but, a few years earlier, Paris *Le Monde* had awarded its *prix du hamburger*, a coveted honor, no doubt, to Burger King. Not quite four-star Michelin Guide material, but let us give credit. In its inspection of what the French are pleased to call *le fastefoude*, the Trillin team discovered that the French can indeed make round hamburgers if they really want to and that a McDonalds on the Champs-Elysées tastes just like a McDonalds back home.

The metro area has eight McDonalds, six in Halifax and Dartmouth, two in Bedford-Sackville, and two

PHOTOS BY JULIAN BEVERIDGE

The challenger: It does better on the Champs-Elysées

Burger Kings, one in Halifax and one in Sackville. We canvassed a group of metro kids about their preferences between the two. The results left no doubt about who's still in control. It was 83% for McDonalds to 17% for Burger King — a whopper, one might say, of a victory.

A few of the kids were as young as seven, others as old as 13 but by far the greatest number were around 11. It's the younger crowd that McDonalds aims to please, a fact you can pick up readily from listening to their advertising pitch. The radio spots employ a whole cast of wheedlers just like the ones you have at home. The ones who sidle up to you saying, gee, it's a long time since we went to McDonalds, wouldn't you like to do that tonight, mom?

Alexa Cameron thinks everything's better at McDonalds. Leigh Ann Wichman likes them "because you can get your mouth around their burgers easier." Chris Dean says McDonalds burgers are better and Jesse Dexter likes the place because "they put more effort into it." Jamie Dean likes their pies.

Kelly Dean likes McDonalds "because they keep coming up with new ideas," presumably ideas for different kinds of things to eat. McRib, a McDonalds invention, enjoyed a brief vogue around our place. It appeared to be a slab of ground pork on a bun, smothered with barbecue sauce. The expert in the family says it's pretty good.

Lisa Fiander prefers Burger King because "their stores are cleaner and they put more stuff on their burgers." As kids get on in years, things like that seem to become more important. Burger King's advertising seems geared to older kids, the ones who don't necessarily have to go through mom or dad to finance a fast food meal. (After all, what 11-year-old would remember Neil Sedaka? Bananarama, maybe.)

One thing there seems to be universal agreement on is fries. McDonalds fries are crisper, crunchier, real champion stuff. Graziella Mohanna, Debbie Dean and Gilda Pronych all cite the fries as major reasons why they like McDonalds.

There's always some killjoy in the crowd who has to bring up the subject of nutrition. What's a parent for? A fast food meal gives you calories and some nutrients. Fast food is food. But — and this is where the nutritionists begin to get worried — in addition to getting lots of calories, you're also getting very high doses of sodium and fat and very low levels of vitamins, minerals and fibre.

Carole Milligan, a nutritionist with the Nova Scotia Department of Health, says we overconsume fats, meats, sugar and salt anyway. Unfortunately, these are all major components in fast food meals.

And then there's processing. Milligan points out that the more you cut, cook and expose a vegetable to heat, the more nutrients you lose. "At the fast food places," she says, "you get a potato chopped to death and then deep-fried." So much for crisp, crunchy fries.

So what *do* you get in one of those fast food meals? Let's say you've succumbed to an average snack attack: Double burger, french-fries and a shake. You've just taken in a total of 1,135 calories. Add a pie, and add another 250 calories. You've also consumed 1,320 mg of sodium, more than double the amount which adults are advised to swallow in an entire day. You've glommed 53 g of fat, about 43% of the total calories in your meal. Nutritionists like Carole Milligan would be happier if we kept that figure between 30% and 35%. If you ate the pie, you've just loaded on another 14 g of fat. You've given yourself about 4.8 g of iron and 894 International Units of vitamin A, both considered low. The amount of fibre you've managed to get into you is insignificant.

Clearly, you'd be better off staying at home and cooking a hamburger yourself under circumstances where you'd at least be able to control the processing and maybe alter the ingredients to make the meal more healthful. But that would spoil all the fun. My burgers, I blushingly admit, have, at times, been favorably compared to the competition. But I seldom get wheedled to make them. Certainly, nobody wants to stand around the kitchen watching me do it. Takes all the charm out of life.

There's a cartoon strip in which Garfield the cat goes away to visit a farm and gets a little lecture on how food is produced, starting with the planting of the seed and ending with the harvest. At the end, back home and thoroughly depressed, he confesses, "I don't really want to know where food comes from. It takes all the mystery out of eating."

When you line up at burger heaven, whichever one you choose and, presto, your order's filled almost as fast as you can place it, it's a mystery. Meals *never* get put together that fast at home, no matter how starved you are, with each dish materializing magically in its own little box or container. Who knows where the food comes from? Who cares?

In spite of your resolve, your good intentions, all that worthy information from the nutritionists, you will live to fall again. When your wheedler, in full snack attack, comes sidling up to you. When you deserve a break. Together, McDonalds and you. Aren't you hungry for Burger King now? You'll give in. And that's a McFact.

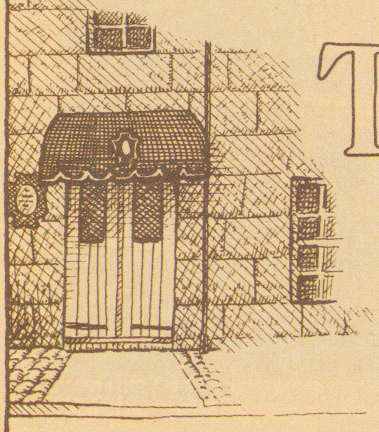
— Marilyn and Kate MacDonald

The winner and still champion: New ideas and crunchy fries

The JAMES HOUSE Of Fine China

Wedgwood to help set the style.

Enjoy the luxury of Wedgwood fine bone china at affordable prices. You can choose from many beautiful patterns like Cavendish shown here. Very elegant. Very Wedgwood.



The James House of fine china

Historic Properties
429-2355
Open Mon. to Sat.
9:30 to 5:30
Thurs. & Fri.
9:30 to 9:00

Very distinctive china. Very affordable prices.

We accept Visa, American Express and Mastercard.

Bards of the rotary

Darrell Lysens and Sandy Bryson are singin' the blues all the way to the bank

Darrell Lysens' policeman's badge winks in the lights of passing cars as we drive through Halifax in the jerk-and-roll suppertime traffic along Brunswick Street. As we hit the Macdonald Bridge and press on into Dartmouth, we seem to be making good time. But suddenly, rounding a bend at the Mic Mac Mall, we slow to a crawl. Ahead, where hundreds of headlights twinkle like earth-bound stars, is the place where motorists who live on the far side of Dartmouth converge nightly.

Lysens laughs. This is what we've just been talking about: The Mic Mac Rotary and the hours spent burning gas on it, listening to your stomach growl and depending on luck and the good graces of other drivers to get home in one piece.

The rotary's nearly legend now, the bane of drivers and municipal and provincial politicians. It's the reason Lysens, 35, spends more than two hours every day in his car between home and the Halifax police station. And it's the reason he and his old friend Sandy Bryson wrote what became the most requested song in 10 years on at least one Halifax radio station.

"The Mic Mac Rotary Blues" was a song that, like its authors, had no pretensions to greatness, but it snuggled into a niche of its own about a year ago, as drivers chuckled and everyone hummed along with its homey, blues-rock melody. It was a fluke, but it sold like crazy.

Sandy Bryson is waiting for us at the door of his house in Waverley. His once-red hair is a soft orange, laced with grey; but, at 33, with laugh lines etched into his face, he still manages to look like an overgrown elf.

Bryson, now a school maintenance supervisor, began his association with Lysens 20 years ago when Bryson, Kevin Macmichael and Al Richards formed a band called the Fourtogo.

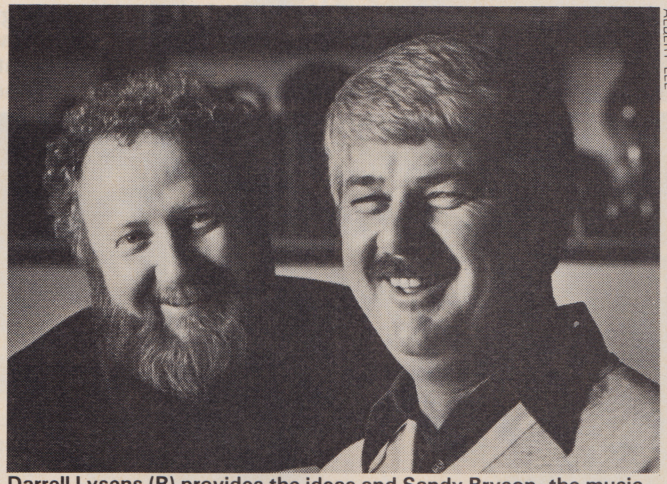
For a couple of years, these four, fresh-faced boys, with the Beatles' haircuts and Teddy boys' jackets, entertained fantasies of international stardom from the stage of the Dartmouth High School gym.

They even cut a single called "I Won't Run in Circles" that they played between live sets. But when high school ended, so did the band. Sixteen years later, somebody suggested a reunion for old times sake. One get-together led to another, and Bryson suggested to Lysens that the two might make something more of this.

He was constantly writing songs he dreamed of recording properly, with the right equipment, the way he heard them in his head. Once Lysens re-entered the picture, Bryson got the push he needed to buy the gear. They weren't just going to tool around; they were going into the business of commercial radio jingles.

They started making money right away — not big bucks, but enough to start a company and keep them busy. "The Mic Mac Rotary Blues" just happened at the end of one of those long recording sessions. "We were working on a jingle for Dartmouth Fuels all day," Lysens remembers. "We had headaches, we couldn't get it right, and Sandy started singing like Johnny Cash — you know, just being silly. Then he started to fool around with a little thing on the guitar, and I don't know if I mentioned the Mic Mac Rotary or if it was Sandy, but half an hour later, we had the song. It was totally by accident."

Before they could forget the song they recorded it. The following week, Lysens, the legman of the pair, walked the tape around in his spare time to radio announcers all over Metro. "They all loved it and encouraged us," he says, "so we took it to Solar Audio in Dartmouth, and they did the final mix on it, and sent it to World Records [for pressing] and ordered 1,000 copies. They arrived, and within 48 hours, the 1,000 were gone."



ALBERT LEE

Darrell Lysens (R) provides the ideas and Sandy Bryson, the music

So hot were the singles that when Lysens started his car outside a radio station where he'd just delivered some copies, the song was already on the air. Another 3,000 singles disappeared as quickly as the first batch, and radio stations were playing the song hundreds of times a week. "It's a lot of fun," Lysens says, "to have two old rock and rollers make a record and to have your thing played on radio, and to have reporters coming to you, television people walking into your kitchen wanting to film you, and to think that we'd ever get a royalty cheque — it was like a fantasy."

Since "Blues," the team has continued to write and record, with Lysens providing the ideas and Bryson the music. That process created "Boo the Banks." Released late last fall, it hasn't done as well as "Blues" did, even though the authors think it's better in every way. Bryson thinks he knows why.

"The reason it's moving slowly is because no one will play it, because they're scared to death of the banks. All the radio stations played it maybe once or twice. I don't think it's because the song stinks .... The thing is, the old bank manager is one of the staid things in the community, and when he snaps his fingers, the people listen."

They haven't lost hope on "Boo the Banks," though, and they still plan to market it across the country.

For Bryson, at least, the first two experiments were a means to a more serious end. "You've got to start somewhere," he says. "I'm trying to reach enough people with my name, my little round records and over the radio and in the papers that they'll say, 'Geeze, I wonder if this guy can write; maybe I'll write and see if he's got any good music.' I want to make up tapes and send them to people — not so they'll record them, but just to have them say, 'Well, they're good, keep trying,' or 'No, they stink.' This is for my own satisfaction."

Lysens says his satisfaction comes from turning a hobby into a lucrative, entertaining part-time job. His police work and his family come ahead of anything else, but if he has the time, he's happy to provide the inspiration and do the sales work needed to make the team a success. But he and his partner agree that the fun is what keeps them at it.

"It was never a complete money-grabbing thing," Bryson says. "I'm only doing this because it's fun. The money's nice, too, but if it wasn't fun, I wouldn't do it. That's what I told Darrell. I said, 'Look, when this starts to become a job, I'm gone.' "

— **Berton Kay**

Is the shooter cult here to stay?

It's not a billiard cue, and it's not a gunslinger. A shooter is actually sort of a drink. You toss 'er back, and wait to see what happens

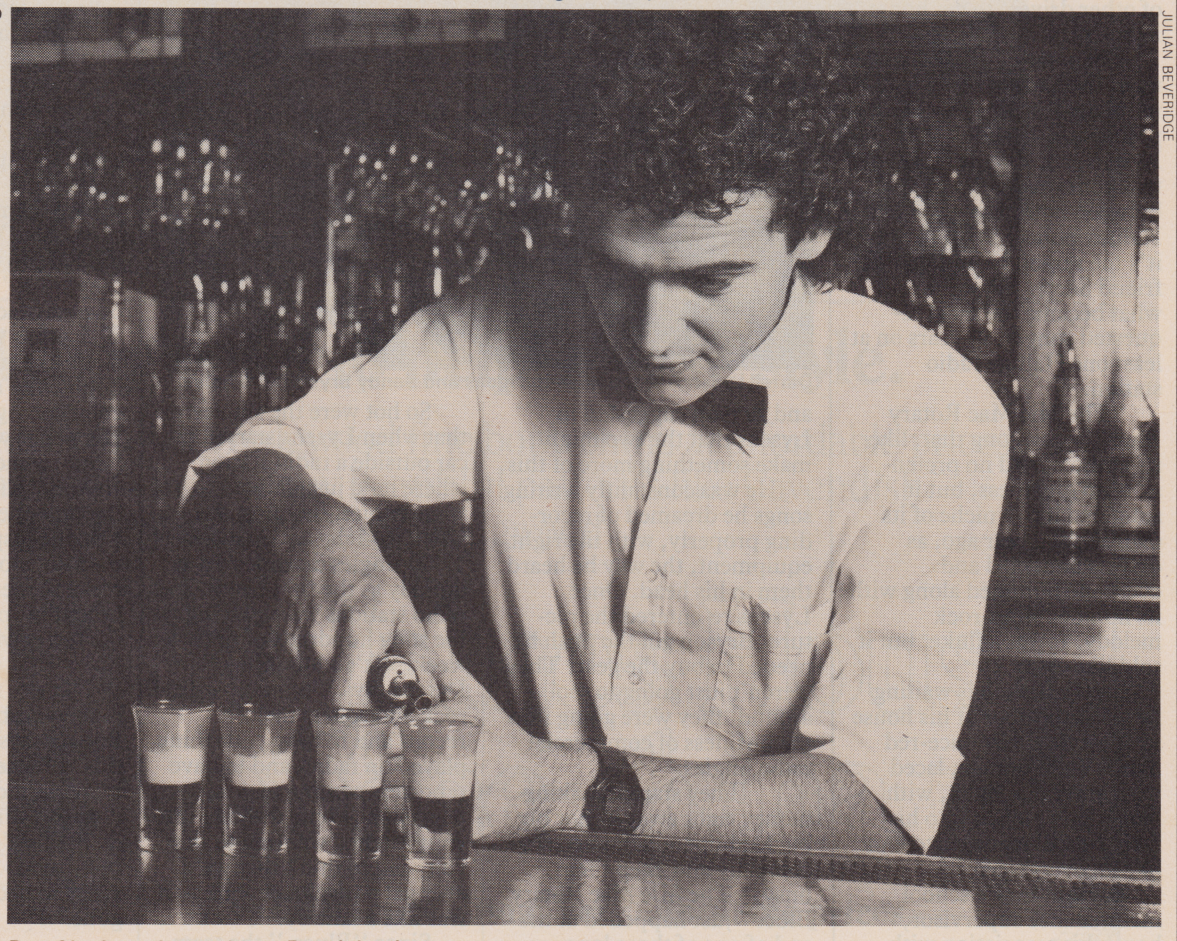
The very nature of the unorthodox cocktail," Rob Abraham explains, "is that you take the whole thing down together." Rob is a young, trim, talkative bartender at Brandy's on Market Street, and the unorthodox cocktail is the "shooter." He is trying to help me understand the shooter phenomenon in Halifax bars, but it is so bizarre (and, to me, disgusting) that even this unusually articulate mixologist finds it hard to explain. "Candy is dandy," Ogden Nash said, "but liquor is quicker." Well, a shooter is a shot of candy and booze at the same time. It is one ounce of assorted liqueurs, or liqueurs and other stuff, and the rules of the shooter cult require the devotee to down the sticky concoction in a single gulp, as though he'd sidled up to a bar in pioneer Dodge City, patted his holster, and demanded something considerably less effeminate than a Jelly Bean. That's a shooter containing blackberry brandy, anisette and Southern Comfort.

"It's a western thing, the shooter," Rob continues. "It spread here from Edmonton and Calgary. People who come from the west can't understand the excitement in Halifax over shooters. They've had them for so long out there they just see them as a routine, essential service." Melvin Chisholm, an institution at Thackeray's, Spring Garden Road, confirms Rob's theory that the contemporary shooter is an expression of the vibrant, expanding culture of the Far West. "The shooter followed the oil boom from west to east," Mel asserts, "and it happened to reach here precisely when people were looking for imagination from bartenders. For a little novelty. You had your old boilermaker, with a shot of whisky in your beer, yes, but with shooters you had something that looked nice, too."

Ah yes, looks. "Most of the appeal is in the appearance," Mel explains. Shooters are a kind of quick, liquid sculpture. The all-important trick is to create a cylinder of perfectly separated, differently colored layers of sickeningly sweet liqueurs. This challenge demands that the bartender know the physical properties of his ingredients. Some liqueurs are heavier than others. When making a B-52, for instance, you don't just drop your heavy Kahlua on top of your light Grand Marnier. Your layers would have no integrity whatsoever. No, the heavy stuff goes in first, the light stuff last. Master builders of shooters talk a lot about specific gravity, density and viscosity, as though they had graduate degrees in whatever branch of physics concerns itself with the properties of liquids. Like surgeons, they also need a steady hand and manual precision.

"The novelty of it is the layering," Rob says. "People will credit or discredit you as a bartender according to your ability to layer it." Halifax bartenders tend to be generous toward their fellow mixologists, and Rob concedes that Thackeray's serves "a classic B-52 . . . . They really attenuate the detail." They *what?* "We take the time, if you will, to layer it right," Mel says. "With the kind of glass we use, and if you employ the right technique, it'll layer up in a very distinct manner." The shooter container at Thackeray's is like a skinny sherry glass, with a stem, and the right technique involves dribbling your upper layers of liqueur down the shaft of a spoon onto the inside walls of the glass. That way, you release the stuff, ever so gently, *onto* the lower layer rather than *into* it.

Some bartenders use a maraschino



JULIAN BEVERIDGE

Ron Abraham, bartender at Brandy's, demonstrates his skill at pouring shooters

cherry rather than a spoon but at Brandy's, Rob explains, "we use no tools. I feel you should be able to layer it freehand, as it were." His voice is tinged with a light layer of pride. Your freehand shooter-maker places a thumb or forefinger over most of the air-spout on the bottle and directs what Rob calls "one, mere pin-hole of a stream" against the walls of the glass. "You create a kind of vortex while you're doing it." He demonstrates his craftsmanship by swiftly building a B-52 (Kahlua, Irish Cream, Grand Marnier). It is nicely layered, indeed. It stands there before me on the bar. "Am I supposed to drink that?" I ask. "Sure, go ahead," Rob says. I take it down in one smash, as the rules insist, and it tastes like a liqueur-filled chocolate. "That was my first shooter," I confess.

A waitress of roughly my daughter's age looks at me as though this must also be my first day of freedom after 30 years in the Dorchester Pen. "You mean," she says, her eyes brimming with compassion and amazement, "that that was your *first* shooter *ever*."

"That's right. It wasn't as bad as I expected."

"You should try Brandy's Ballet," Rob advises. "That's our house shooter. It's got tequila in it, and peppermint schnapps. You chill it in a shaker, and strain it into a shot glass. It's almost pleasant." Rob, I decide, is a pretty straight shooter himself. He does not recommend Prairie Fire (a shot of tequila, with six dashes of Tabasco) because "it sounds like instant dysentery to me."

The B-52 is Number One on Halifax's Hit Parade of shooters, but the Jelly Bean (see above) is among the Top Five, and so are the Test Tube Baby (see below), the After Eight (Kahlua or Tia Maria, green crème de menthe, Irish Cream), and Ryan's Rush (Kahlua, white rum, cream). Ryan's Rush is a blood brother to a shooter that Jane Lordly, bartender at the Halifax Press Club, calls a Dirty Mother (Tia Maria, dark rum, milk). Jane is as tasteful as she is comely, and you can believe her when she says a Dirty Mother is "actually quite good."

Speaking of taste, I'm reluctant even to describe the Test Tube Baby, much less drink it. "It's really vulgar," Rob confides. Mel agrees. "If someone orders it, and there are a few ladies present," he says, "it's always good to furrow your brow a bit." The Test Tube Baby consists of amaretto, tequila, white crème de cacao, and cream. After properly layering the shooter, the bartender captures some cream in a straw, holds his thumb over one end to keep the cream there, inserts the other end in

SAVE 25% DURING FEBRUARY

BLACK KNIGHT

BLACK KNIGHT: THE INDESTRUCTIBLE BALLISTIC NYLON LAMINATE IS THE STRONGEST FABRIC EVER USED AND CANNOT BE TORN BY HUMAN HANDS YET. IT IS LIGHT WEIGHT AND ATTRACTIVE. THE CENTRE STRIPE ADDS THE ELEGANCE AND EUROPEAN FASHION TOUCH.

serving Atlantic Canada since 1876

KELLY'S LIMITED

• Mic Mac Mall 463-0184
• Maritime Mall 422-5024
• Scotia Square 423-6962
• Halifax Shopping Center 454-8654
• Repairs Trade Mart Building Suite 202 423-6938

Chargex • Master Charge • American Express

World Class Fashions, Ready to wear, Limited Lines, Originals

Assets

The Name means Quality

1545 Grafton, 423-0483

EURO MÖBEL STUDIO

Exclusive European furnishings for residential, office, and commercial spaces

Modular wall systems in several woods and laminate finishes.

Sofa suites upholstered in leathers, suedes, and fine fabrics

Kitchen cabinetry in white, wood laminates and solids

Furniture accessories including coffee tables, lamps, stereo and book stands

Complete interior design service available
Free literature upon request

Euro Möbel Studio
1580 Argyle Street
Halifax
Nova Scotia
Canada
B3J 2B3

902 421 1712

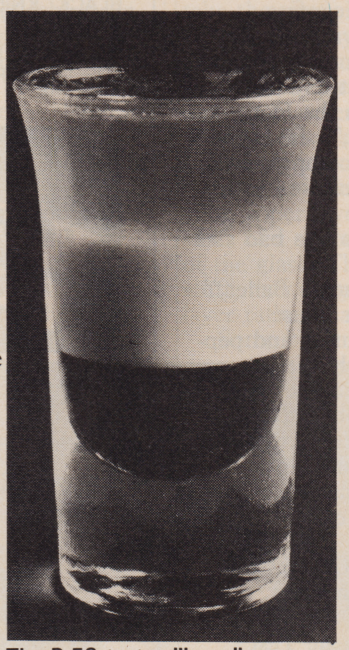
the shooter, and then deftly lifts his thumb just long enough to release a blob. This, Mel says, leaves "a little fetal curl" of cream hanging in the transparent part of the shooter, "with a sort of umbilical trail." Mel, to his credit, feels "apprehensive" when people order Test Tube Babies, but they are moderately popular in Halifax. The people who like them, I suspect, tell the sort of jokes that make you want to leave the room.

Down at Scoundrels, Granville Street, shooters come in real test tubes, inserted in wooden racks. Bar manager Tim MacInnes says a fellow might come in with a friend or two, and just say, "Gimme a rack," which means 10 assorted shooters. Tim's predecessor was Lisa Hernon, and he credits her with having brought to Scoundrels a variety of shooter recipes that she picked up while studying bartending in Toronto. Scoundrels' shooter policies help to attract a college crowd. Students travel a bit. Some come from points west. They know what they're doing when they come in, sit down, and order a Rack of 10. It's pleasant for students to see so basic a tool of the chemistry lab put to such an invigorating use. Besides, the price is right.

While a solitary shooter costs a respectable $2.60 at Scoundrels, each shooter in a Rack of 10 costs a mere $1.75. If you adore shooters, that's one of the best deals in town. An ounce of straight liqueur, all by itself, costs more than $3 in most Halifax bars; and at Brandy's one layered shooter will set you back $3.85. Brandy's, however, also has a special deal of its own: Eight for $9.95. Thackeray's charges $3.80 for its rather elegant shooters, and offers no discounts on quantity.

The Halifax Press Club charges $3.30 for a B-52, the same as for any shot of liqueur. But if you count in labor cost, Jane argues, the B-52 is the better deal. Anyone can dump an ounce of Drambuie into a glass, but it takes love and skill to layer up a shooter. Thus, the Irish Cream manufacturer who tipped off its sales agents about shooters was wrong. The advice began correctly enough: "In Canada, young consumers are enjoying a wide variety of unorthodox cocktails called 'Shooters.' " But then it added something that would not amuse Mel at Thackeray's: "They are of interest to the trade because they are profitable and, unlike traditional cocktails, are easy to make."

No, they're not. Thackeray's charges $3.80 for shooters, Mel says, because they require "a lot of down time from the bartender. If the place is busy, you greet orders for four B-52s with an inward groan." People tend to order shooters in bunches because downing them is often a communal ceremony. "Four people will shoot them all down simultaneously," Rob says. "It's almost like a religious experience." But with nothing left to sip while they talk, what do they do next? They order four more, and let them sit on the table for a while, "sort of like status symbols." Then, at an agreed moment, they repeat the gulping ceremony.



The B-52 tastes like a liqueur-filled chocolate

The religious experience can be dangerous. Not that, in truth, shooters are all that powerful. Liqueur is weaker in alcoholic content than gin, rum or whisky, and two shooters actually pack less wallop than, say, a double rum and water. But the sweetness makes shooters both deceptive and, taken to excess, stomach-turning. They trick inexperienced drinkers, and they're hazardous for those who use them to top off a night in a beerhall. Shooters and draft beer, swishing around in the same belly, do not invariably layer up in a satisfying manner. "Yes," Rob says, "shooters can be absolutely devastating. I've seen a lot of casualties. People get that alcoholic rush, and sometimes leave very shortly. I've seen shooters cause an awful lot of people to curtail their future activities prematurely." Right.

When it comes to shooters, Halifax is not simply an absorber of a western custom. The city has made its own contribution to shooter lore, a concoction called Creaser's Curse. Invented by a Creaser for use by adults at family celebrations, Creaser's Curse is now in the repertoire at Thackeray's and other shooter-proud watering holes. It's essentially a B-52, plus peppermint schnapps. It is therefore a four-ingredient supershooter, and in theory you can down all you want, and still wake up the next day with a fresh, minty flavor in your mouth. I don't believe the theory, and refuse to test it.

— The Guzzler

The man in the Superwacky suit

Don't laugh. He's one of the most successful businessmen in metro

By Rachelle Henderson

The attic office in the dumpy-looking building off Main Street in Dartmouth is no bigger than the average bathroom. There's one small window near the floor, a shallow closet, a desk and three chairs. A poster of a leggy, blonde tennis player, skirt hitched up, her hand cupping one cheek of her naked butt, is tacked to a wall below the sharply slanted ceiling. Seated across from it behind the plain, pine desk, one of metro's most prosperous entrepreneurs runs his end of a $25-million-a-year business. "We're very unpretentious people," Michael Wheatley, a.k.a. Wacky, a.k.a. Superwacky, says. "We're people people. I guess you could call my office modest."

In fact, you could call the whole place modest. As he conducts a brief tour of the Wacky Wheatley group of companies' headquarters, this slim, mustachioed corporate president, who's got his fingers in everything from stereos to real estate, teases his staff about hangovers from a Christmas party held two nights earlier. "They all call me Mike," he says proudly through a cloud of Du Maurier Extra Light smoke. "If there was a truckload of televisions, I'd help unload it, or if it was busy in the store, I'd take a customer. I'm just another worker around here. There's no great chain of command to get to talk to me. I can go out and drink with everybody after work."

The rest of the stuffy, cramped upstairs holds the offices of his accountant, and of his lawyer brother, Robert, who is vice-president in charge of operations. Secretaries' desks are crammed everywhere. Downstairs, the three main rooms (one was once a pizza parlor) are packed to the ceiling with boxes of stereos, televisions and microwave ovens, some of them out and on display. These are not just storerooms; this is the store, and salesmen patrol, ready to pounce. The parking lot isn't even paved, but that's all part of the strategy. This hyperactive, 37-year-old salesman is willing to go on television wearing a red-and-blue cape and Adidas shorts, jump out of a phone booth and call himself Superwacky to sell stereos, or ride a flying carpet to plug rugs. But the show biz doesn't extend to fancy interior decorating. "People want a bargain. If they go into a place and it looks like the Taj Mahal, they might be a little reluctant to buy. But if it's all piled up with boxes..."

DAVID NICHOLS

Michael (Wacky) Wheatley: "I'm just another worker around here"

If it's all piled up with boxes, and the merchandise prices are negotiable, people will buy. Every year, Wheatley sells 10,000 televisions from his seven stereo and TV outlets in the Atlantic region. His trick is to buy big and sell cheap. Wheatley is the largest independent Hitachi dealer in Canada, and the largest RCA dealer east of Montreal. By buying in huge volumes, he can sell a typical television converter, for instance, at $99, while other retailers might have bought it wholesale for $102. And customers can haggle over prices on top of that. "We generally have the best prices," says Wheatley, launching into a regular sales pitch. "We have good back-up service, delivery, terms, and we make it exciting to buy at Wacky Wheatley's. We do that by having well-trained staff who are excited — our whole theory of business is excitement — and who are excited about what they're doing, about the job, and about themselves. People want to be sold, and they want to be sold with a little bit of flair. They want a little razzmatazz, to laugh, to be entertained a bit. We're in show business and the people business, and in between that we sell products."

One local investment dealer says he suspects Wheatley earns $500,000 to

HELP FIGHT KIDNEY DISEASE.

Give to the Kidney Foundation of Canada

$750,000 a year, and that he's the most successful businessman in the area. Besides the television and stereo business, Wheatley, who lives in Waverley, owns two carpet warehouses, and is a partner in a Viceroy cedar homes franchise, and in Haliburton Hills, an 80-home subdivision at the end of Hammonds Plains Road in Dartmouth. "Michael probably built his business the quickest," says Brian McKenzie, a fellow old-timer hockey player, close friend, and rival in the car stereo business. "If he isn't *the* most successful, he's definitely in the top three."

Just eight years ago, when Wheatley arrived in the Maritimes from Windsor, Ont., with his wife, Orleen, and three children, he and another brother, Doug, worked 15 to 18 hours a day at the Main Street store he'd opened for $10,000 selling televisions during the day and delivering them at night. No dealer would give him credit, so Wheatley paid $7,200 cash for his first stock of 14 televisions. He and Doug would save the empty boxes from the sets they sold and pile them up around the one-room store to make it look filled with inventory. "Every day or so I'd go and buy a few more televisions," he recalls, laughing, "until we had the first part of the store filled with boxes. Then we took a saw and cut through the wall into the second section we were leasing." The two scraped by for four or five months, and then started hiring help. Wheatley's goal then was to have one store doing $1-million business a year. Today, he has more than 100 employees, and his payroll alone is more than $1 million.

"Work is fun, generally," he says. "I enjoy going to the stores, having a laugh, telling a few stories. And this business — TV games, computers, video games — is so exciting. They're developing something new every day."

Friends say the humble image is not just another sales gimmick. "He's not a shirt-and-tie person," says golf partner Bill Richardson, president of Lawton's Drugs. "You won't find him at the Halifax Club, but you will find him in the trenches. He's hard-working and he does his own thing." Wheatley is self-made, having quit school after floundering for two years in both grades nine and 10 ("I tell my children I have four years of high school"), and then working three years for his father's die set company. "Sure I went to school; I went to practical school. I was like a sponge; I asked questions and soaked it all up." He and another brother tried running a dragway, and when that failed, he became a salesman for other people's televisions and stereos before heading east. "I decided I wanted to do something on my own," Wheatley says, "to have control over my own destiny. At that time, everyone was heading west, but I came down here and looked around and felt there was just as much or more opportunity here."

He was right. And, to prove it, he now owns a 42-foot cruiser on Lake Huron and can afford to take 10 weeks off in the summer to sail it with his family. Dealers' incentive trips he's won for outstanding sales have taken him to Tokyo, Rio de Janeiro, Yugoslavia, Hawaii and Monte Carlo. (He has 14 trips to Paris in April and three to Hong Kong in February, most of which he'll give to employees.) He's also acquired five cars, including a stainless steel DeLorean, a 1963 Corvette convertible, and a 1983 Firebird supplied as a demo by a dealer to promote a line of car stereos. But Wheatley, whose father's die set business made his own family wealthy, insists he's never found it "important to flaunt it." In fact, the car he *really* drives, McKenzie says, is an overhauled 1980 Toronado. "He's very unpretentious. Even if he is sitting on a 42-foot boat, that's just a glorified form of camping. But that's the way he likes to spend his summers. He just loves to meet tons and tons of people. He's no phony. I don't think he would be as successful as he is if he had been like that."

Friends also say the wacky image is no lie. Richardson remembers taking off on a gambling trip with Wheatley and two others to Antigua island in the Caribbean two years ago. Wheatley decided it would turn out to be a "big rip off" so the four of them hopped on the ship *Veracruz*. On board, they

We'll Capture Your Heart!

AT

THE **Barrington Place Shops**

VALENTINES DAY AND EVERYDAY OF THE YEAR

WE'LL BE WAITING TO WELCOME YOU IN ALL OF OUR 36 SHOPS

CORNER OF BARRINGTON AND DUKE STREET
429-0668

ordered champagne, and went through 16 bottles of it in two hours — most of it shot at one another. Another time, Richardson recalls, Wheatley showed up at his home for an annual New Year's brunch, wearing his Superwacky costume. Dress was formal for the affair, Richardson says, and Wheatley was "totally embarrassed."

But he was probably able to talk himself out of that uncomfortable position. Wheatley can spin a tale on the spot, McKenzie says. He particularly enjoys recounting to wide-eyed tourists in Georgian Bay his adventure sailing his cruiser from Nova Scotia, up around the Gaspé Peninsula, and down the St. Lawrence River to Lake Huron. In fact, the boat has never tasted salt water. "Mike can tell the whole trip he's never taken and keep a straight face the entire time," a somewhat awed McKenzie says.

Wheatley also has a charitable streak in him, though it's not particularly pronounced where his competitors are concerned. He once paid $1,000 for an Edmonton Eskimos-signed football that was being auctioned for Bonny Lea Farms, a workshop for the mentally retarded on the South Shore. "He'll always help out a friend," says McKenzie, who credits Wheatley with steering him into the car stereo business. "He's that kind of guy."

Even his major competitors won't say anything nasty about Wacky Wheatley. "There's no hard feelings," says one, who wouldn't be named. "I respect him; he's a very bright businessman."

But Wheatley won't go drinking after work with *them*. "We can't fight them tooth and nail during the day and booze with them at night. You just can't do that. I respect many of them, but we can't be friends." He will make an exception for those in the same business who are safely located thousands of miles away. Wheatley has a "great relationship" with the Edmonton-based Brick Warehouse chain, which enlisted his help when it decided to branch into the carpet business. Because of that, Wheatley now buys his carpet wholesale with the Brick, and the added volume means both companies get cheaper deals.

Wheatley plans to break into the New England market with his carpets because "there's really no place left for me to go with TVs; everybody's selling TVs," and because further expansion in Canada is logistically impossible. "My wife wishes I'd be satisfied today. But it's not always just the money that motivates you. It's success itself and the desire to keep the snowball rolling. Some day I'm going to roll it all over to someone, but for now, nothing else interests me." C

Do you know where your advertising is tonight?

In the pages of *Atlantic Insight,* your advertising is right in front of your prime prospects. To be read and re-read, at their leisure. Only magazines give you multi-exposures for the price of one. Only *Atlantic Insight* is right at home in Atlantic Canada.

Get the powerful magazine advertising story. Get all the facts on why *Atlantic Insight* should be part of your ad schedule. Please write: Regional Sales Manager, *Atlantic Insight,* 1668 Barrington St., Halifax, N.S. B3J 2A2.

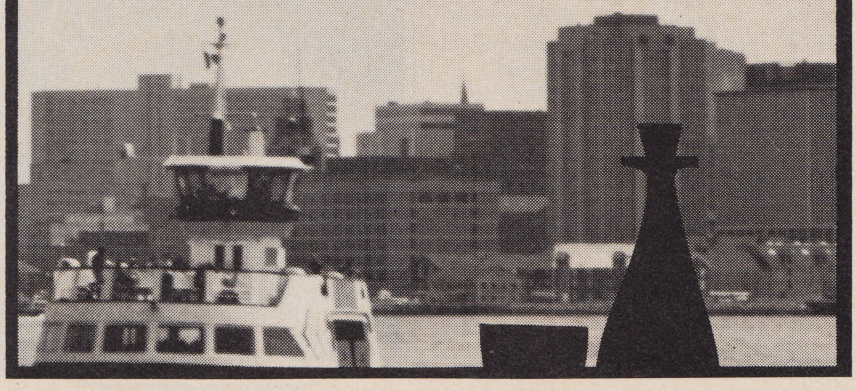
Atlantic Insight

Clipper II
Seafood Restaurant
Dartmouth, N.S.

Dartmouth Ferry Terminal

Indulge yourself in the quintessential dining experience. Atmosphere, the pleasures of the table, fine wine and an entirely palatable sea-side location make Clipper II a must for visitors with a little time and an appetite for on-shore delights. Delighted, too, will be those for whom the Nova Scotian way of life has become a tradition and a preferred reality.

For reservations call: 466-3100



GADABOUT

ART GALLERIES

Art Gallery of Nova Scotia. To Feb 6, in the Main, Second Floor and Mezzanine galleries: *American Accents*, courtesy of Rothmans of Pall Mall, Canada. A major exhibition of works by such well-known artists as Andy Warhol, Jasper Johns, Susan Rothenberg, Nancy Graves and Roy Lichenstein. Feb. 9-13, all three galleries: An exhibit of prints from the Gallery's permanent collection. Feb. 16-March 19, all three galleries: *Quebec Art Now*, profiles 10 Quebec artists who appear the most significant in the current Quebec and international art world. 6152 Coburg Road, 424-7542. Hours: Mon., Tues., Wed., Fri., Sat., 10 a.m.-5:30 p.m.; Thurs., 10 a.m.-9 p.m.; Sun. 12-5:30 p.m.

Mount Saint Vincent University Art Gallery. Feb. 3-13, Downstairs and Upstairs galleries: 10th Annual University Community Show. Students, faculty and alumni will exhibit their hobbies. Skits and songs will also be presented. Feb. 17-March 8, Downstairs: *Shipibo — Central American.* This is an exhibition of works by the Upper Amazon tribe, the Shipibo, put together by James Felter, director of the Simon Fraser University Art Gallery in British Columbia. Upstairs: *James Felter.* This show features works by Felter, who uses the geometry and design of the Shipibo. Bedford Highway, 443-4450. Hours: Mon.-Fri., 9 a.m.-5 p.m.; Tues. till 9 p.m.; Sat. & Sun. 12-5 p.m.

Dalhousie Art Gallery. Feb. 2-26: The 30th Annual Dalhousie Student, Staff, Faculty and Alumni Exhibition. Also, from the Sobey Collections: Part IV, Arthur Lismer. A small exhibition of paintings by the Group of Seven painter, featuring several of the artist's Nova Scotia works. Dalhousie Campus, 424-2403. Hours: Tues., 11 a.m.-5 p.m., 7-10 p.m.; Wed.-Fri., 1-5 p.m.; Sat. & Sun., 2-4 p.m.

Saint Mary's University Art Gallery. Feb. 9: An exhibition of paintings by Austrian artist Edgar Neogy-Tezak. SMU campus, 429-9780. Hours: Tues., Wed., Thurs., 1-7 p.m.; Fri., 1-5 p.m.; Sat. & Sun., 2-4 p.m.

Anna Leonowens Gallery (N.S. College of Art and Design). To Feb. 4, Galleries Two and Three: Students' exhibition. To Feb. 10, Gallery One: Gerald Ferguson, Suzanne Funnell, Riduan Tomkins, and Ron Shuebrook, paintings by faculty of NSCAD. Feb. 6-11, Gallery Two: Marjorie Cluet, paintings: Gallery Three: Ruth Scheuing, textiles. Feb. 13-24, Galleries One and Two: Staff of NSCAD. Feb. 13-18, Gallery Three: Exhibit of works by British intermedia artist Ray Barrie. Feb. 27-March 16, Gallery One: Exhibition of paintings by British feminist artist Margaret Harrison. Feb. 27-March 3, Galleries Two and Three: Art Education Exhibition. 1889 Granville Street, 422-7381. Hours: Tues.- Sat., 11 a.m.-5 p.m.; Thurs., 5-9 p.m.

MUSEUMS

Dartmouth Heritage Museum. In the Gallery, to Feb. 19: *A Winter Carnival of Dartmouth Artists.* Between 30 and 50 participants expected for this mixed media exhibition. Feb. 20-March: An exhibit of works by Bernadette

YOUR INVITATION TO
TEST DRIVE
CADILLAC EXCELLENCE.

FORBES CHEVROLET
OLDSMOBILE LTD.
580 Portland Street, Dartmouth
434-4000

SCOTIA CHEVROLET
OLDSMOBILE LIMITED
2477 Robie Street, Halifax
422-8551

Let's get it together Buckle up!

Vincent, Dartmouth. 100 Wyse Road. Hours: Mon., Tues., Thurs., Fri., Sat., 1-5 p.m.; Wed., 1-5 p.m. & 6-9 p.m.; Sun., 2-5 p.m.

Nova Scotia Museum. Feb.: *The Creative Tradition: Indian Handicrafts and the Tourist Arts.* This travelling exhibit from the Provincial Museum of Alberta shows how the art and tools of the Indians of the subarctic and northern plains changed when they came in contact with European materials and culture. Feb. 5: *Museum Model Making.* Modeller David Colewell will talk about his work making birds, flowers, trees, ships and landscapes, which will be on display.

CLUB DATES

Teddy's, piano bar at Delta Barrington Hotel. To Feb. 25: Allan Fawcett. Feb. 27-March 31: George Johnston. Hours: Mon.-Sat., 9-1 a.m. Happy hour, 5-7 p.m.

Little Nashville, 44 Alderney Drive, Dartmouth. All country. Feb. 6-12: *Joe Vautour and the Cougars.* Feb. 13-19: *Morn'n Sun.* Feb. 20-26: *Gold Strikers.* Feb. 27-March 4: *Whiskey Fever.* Hours: Every night, 9 p.m.-3 a.m.

Peddlar's Pub, Lower level of Delta Barrington Hotel. To Feb. 4: *Intro;* Feb. 6-11: *Vendetta;* Feb. 13-19: *Future Shock.* Hours: Mon.-Wed., 11 a.m.-11 p.m.; Thurs.-Sat. 11 a.m.-12 p.m.

The Network Lounge, 1546 Dresden Row. To Feb. 1: *See Spot Run;* Feb. 2-4: *Raw Honey,* all-female band from New York; Feb. 6-8: *Gilt;* Feb. 9-10: *York Road;* Feb. 13-18: *The Times;* Feb. 20,21: *Coney Hatch;* Feb. 22-25: *Clear Light;* Feb. 27-March 3: *Fat Shadow.* Hours: Mon.-Sat., 12 p.m.-2 a.m.

The Village Gate, 534 Windmill Road, Dartmouth. Feb. 9-12: *Songsmith:* Feb. 16-18: *Rox;* Feb. 23-25: *Tense;* Hours: Bands play from 9 p.m.-12:30 a.m., Mon.-Wed., 10 a.m.-11 p.m.; Thurs.-Sat., 10 a.m.-12:30 p.m.

Privateers' Warehouse, Historic Properties. Middle Deck, Feb. 6-11: *The Paladins;* Feb. 13-18: Cheryl Lescom; Feb. 20-25, 27-March 3: *Professor Piano.* Lower Deck, Feb. 7-11: *Nightflight.* Hours: Lower Deck, Mon.-Wed., 11:30 a.m.-11 p.m.; Thurs.-Sat., 11:30- 12 a.m. Middle Deck, 11:30-2:30 a.m.

Lord Nelson Beverage Room, 5675 Spring Garden Road. To Feb. 4: *Garrison Brothers;* Feb. 6-11: *McGinty;* Feb. 13-18: *Miller's Jug.* Hours: Mon.-Wed., 11 a.m.-11 p.m.; Thurs.-Sat., 11 a.m.-12 p.m.

MOVIES

Wormwood's Dog and Monkey Cinema. 1588 Barrington St. Feb. 1-5: *The Return of Martin Guerre.* This winner of three French Academy Awards is the true story of a 16th century boy who disappears shortly after his marriage to the daughter of a prominent villager and the birth of their son, and then returns a changed man. The question of his identity ended in a court case that scandalized France. Directed by Daniel Vigne. France, 1983, subtitles. Feb. 17-23: *Boat People.* This controversial film by Chinese director Ann Hui examines communist Vietnam. A powerful and often brutal presentation. 1982, Cantonese with English subtitles. Feb. 24-29: *Napoleon.* This "forgotten masterpiece," whose form was as revolutionary as its subject, took director Abel Gance four years to make. With a cast of 40 and 6,000 extras, Gance intended the film to be the first of six parts, but he only completed one. The film confines itself to Napoleon's schooldays, a glimpse of the Revolution, and the crossing of the Alps for the first Italian campaign. France, 1927/80, B&W 7 and 9 most evenings. Call 422-3700.

Rebecca Cohn Auditorium. Dalhousie Arts Centre. Feb. 5: *Storm Boy.* A small boy, an aborigine and a pelican form a strange alliance to protect their environment on a wild stretch of the Australian coast known as Coorong. Directed by Henri Safran with Greg Rowe, Peter Cummins and David Gulpilil. Australia/England, 1976. Feb. 12: *Montenegro.* A delightful film, in which a bored housewife becomes involved with a Yugoslavian animal trainer in the Club Zanzi-Bar and finds fulfilment, murder, madness and happiness. Directed by Dusan Makavejev with Susan Anspach, Erland Josephson and John Zacharias. Sweden, 1981. Feb. 26: *Videodrome.* Director David Cronenberg's story plumbs the dream-realities of a cable-TV operator obsessed with the fusing of sex and violence. Starring James Woods and Deborah Harry. Travelogue film, Feb. 13: *Around the World.* Producer-narrator William Stockdale follows the footsteps of the most dauntless traveller of this century — Richard Halliburton.

IN CONCERT

Symphony Nova Scotia. Main Series, Rebecca Cohn Auditorium — Feb. 17: Program includes Glick's Sonata for Orchestra; Mahler's "Lieder Eines Fahrenen Gesellen"; and arias by Verdi, Bizet and Giordano. Boris Brott, conductor; Louis Quilico, baritone. Chamber Series, Sir James Dunn Theatre — Feb. 23: The symphony presents Schubert's Trout Quintet; Beethoven's Septet; and a Canadian work to be announced. Boris Brott, artistic adviser. Pops Series, Rebecca Cohn Auditorium — Feb. 11: Boris Brott, conductor. For tickets and times call 421-7311.

Saint Mary's University Art Gallery. Lunch With Art series — Feb. 3: Mary Innes and John Galloway perform traditional African and Scottish music. Feb. 10: The a cappella female singing group Four the Moment. Feb. 17: Sheilagh Hunt dances. Performances at 12:30 p.m. For information call, 429-9780.

Dalhousie Arts Centre. Appearing in the Rebecca Cohn Auditorium, Feb. 4: Toronto Dance Theatre. Performance at 8 p.m. In the Sir James Dunn Theatre, Feb. 26: *New Music in Patterns.* Local musicians present music by Steve Reich and Tim Sullivan. Performance at 3 p.m. For information, call 424-2298.

THEATRE

Neptune Theatre. Feb. 1-5, 7-12: *The Sea Horse,* by Edward J. Moore, is set in a coastal waterfront bar where rough, tough Gertie Blum holds off the advances of Harry Bales, a sailor whose love for her won't take no for an answer. Feb. 24-26, 28,29: *Mass Appeal.* The head to heart combat between Father Tim, a traditional parish priest, and Mark Dolson, a young seminarian burning with idealism, makes this a hiliarious and passionate play. 1593 Argyle Street. For tickets and times, call 429-7300.

Dalhousie Arts Centre, Studio One. Feb. 8-12: *Split (At Home and Abroad).* Michael Weller's moving and hilarious comedy about the "perfect" American couple breaking up. Presented by Dalhousie Theatre productions; Patrick Young, director. For tickets and times, call 424-2233.

SPORTS

Hockey. *Midget League,* Forbes Chevys play: Halifax, Feb. 4, 5; Valley, Feb. 18, 19. Sportsplex, 110 Wyse Road. For information, call 421-2600. *Dalhousie Tigers* play: Moncton, Feb. 4; St. FX, Feb. 5: UNB, Feb. 10; Mount A, Feb. 11. Dalhousie Arena, game times vary.

Basketball. (Men's) Dalhousie Tigers play: Acadia, Feb. 4 (at Metro Centre); St. FX, Feb. 18 (at Metro Centre); St. FX, Feb. 23; Saint Mary's, Feb. 25. (Women's) Dalhousie Tigers play: Mount A, Feb. 18. Dalplex, Dal campus.

Volleyball. (Men's) Dalhousie Tigers play: Memorial, Feb. 3, 4; Moncton, Feb. 17, 18. Exhibition games; Feb. 18, 19. (Women's) Dalhousie Tigers play: UPEI, Feb. 17, 18; Mount A., Feb. 18, 19. Dalplex, Dal campus.

Swimming. Dalhousie Tigers meet: Mount A and Memorial, Feb. 4. Dalplex, Dal campus.

C

Compact discs. Sounds big.

The recording industry talks about the new compact disc as "the most exciting event in the last three decades." Before trying to determine if that's just hype or an honest assessment, it's probably a good idea to try and explain just exactly what all the fuss is about.

The disc itself bears little resemblance to the long-play records with which you are most familiar. In fact, about all the CD and the LP have in common is that they are both round, flat, and played on a turntable.

With a name like compact, you would expect the biggest discernible difference to be in the size. And you'd be right. Whereas your LPs are 12" in diameter, the compact disc is only 4-3/4" (12cm).

Compact discs are single-sided, but that one side is good for a solid 60 minutes of playing time.

While you can't play CDs on your regular turntable, your compact disc player does hook up with your existing amplifier and speaker system.

Without question, the most startling difference between LPs and CDs is the way in which the sound is picked up from the disc. With the CD player, there's no pick-up arm as we know it. You "hear the light" with the pick-up arm replaced by a pre-focused laser "stylus."

Right there you have a major advantage for the compacts. The laser makes no physical contact with the disc surface, and so there is no wear and no degeneration of quality with repeated playings. With reasonable care, you can expect your compact discs to play as well in 10 years' time as the day you bought them.

While compact discs do go around and around, they do it counter-clockwise, and play from the inside to the outside. When the laser is at the centre the discs rotate at 500 rpm, reducing to 200 rpm at it reaches the outer edge. This variation in speed is what makes it possible to record more material in a given area.

Compact discs deliver their message from a series of pits and flats, with the laser moving in and out of focus depending on whether it is passing over a pit or flat. The reflected laser light over varying intensity is "bounced" back through the stylus. At this stage, you should realize that those "pits" are of miniscule dimensions to say the least: About 1/250,000 of an inch deep, 1/50,000 of an inch wide, and from 1 - 3/25,000 of an inch long.

The pattern of pits and flats is impressed on one side of a transparent acrylic disc, which is then coated with a layer of aluminum one molecule thick, and finally coated once more with a protective layer of transparent plastic. This last coat not only protects the impressions on the disc, but also prevents the aluminum from oxidizing, as is ultimately responsible for the characteristic "mirror" finish of compact discs. The discs are sealed from dust and finger prints can't mar the playing surface.

In this space, there is no intention of getting any more technical than that. However, if you crave all the technical nitty-gritty, you'll find CDs are still a high interest feature in most audio magazines. Naturally, you'll find people who share your interest at your local stereo store.

The initial development of the compact disc and player is credited to the Polygram group of companies in association with Philips and Sony. But now, just about every equipment and record manufacturer in the world has joined the revolution. And it looks as though, this time anyway, the industry has learned its lesson and adopted a universal standard. Which means that all compact discs can be played on all compact disc players. It appears that the video tape vs video disc is an expensive exercise that no one wishes to see repeated.

Is the compact disc the wave of the future? Probably. But don't throw your LP turntable into the basement just yet. For one thing, you have a fine collection of records you will still want to hear, and it will take some time for the availability of CD titles to approach the LP list. The *Schwann Catalogue*, standard of the record

industry, lists about 45,000 titles of records and tapes generally available in (U.S.) record stores. Compared to what for CDs? As the editor of a leading home entertainment magazine pointed out, "The total production in the entire world of all CD titles through 1983 will not equal one half of one hot-selling Rolling Stones album."

So how about it. Is there a CD system in your future? Of course, the price could have some bearing on your decision.

The players themselves are said to be retailing at below manufacturers' costs (what they lose on the roundabouts they make up for on the, etc). In Halifax, you can probably pick up a player for around $900, which is a sizeable investment for most of us. The prices will come down, but when and by how much is anyone's guess. While the makers may be selling below cost they still need to recoup all or part of their investment, so you are probably smart not to expect anything like a 50% cut for some years. A couple of hundred down could be expected, especially if the momentum continues and heavy competition starts to make price the only variable to play with.

As for the discs, their local price is around $25.00 and you can't expect much of a drop until production increases. Barry Horne (Program Director, C-100), can see a price around $10.00 once North American production gets into full swing.

Before you make up your mind about this CD revolution, go and listen to the systems in action. And if you have the money, why not go for it? You could be first on the block.

COMPACT disc DIGITAL AUDIO

"Everybody's talking about this new way of listening"

Should you go for CD now? Here's a selection of viewpoints from a variety of people in the record/entertainment business in Metro.

You might expect stereo store owners to be all in favor of an immediate switch. But you should remember, while they do like to sell you equipment and records, your continuing business and all-round satisfaction is more important to them than a one-shot equipment sale. In addition, they do have the regular LP turntables and records that will probably be the mainstay of their business for some years to come. In any event, your local stereo store is a good place to listen to the new systems and talk with people who are experts in the audio business.

Ed Simmons of **Musicstop Stereo** in Dartmouth sees the arrival of CD recordings and systems as a very timely development. People who originally bought HiFi and stereo systems back in the late 60s and 70s should be thinking of upgrading or replacing their old equipment. As CD will become increasingly important as more recordings are made on this format, purchaser of equipment today should be sure their systems can handle the dynamics of these new compact discs.

That warning is echoed by **Carl Thomas** at **Sleepy's.** No matter what the manufacturers say, playing the new CDs at the level you will want to play them can put too much strain on an old or low-end system.

John Arnold, president of Kelly's stores in Atlantic Canada believes that we will need a dual system (regular LP and CD) for some year, but he for one will be choosing the CD format for his own use anytime there is a choice.

For ordinary record collectors, audiophiles, and the industry, the development of CD is one of the great audio advances. That's the totally enthusiastic endorsement of **Steve McLean** at **AV Sound Solutions,** who also expects to see prices "plummet" over the next few years.

Steve Sniderman who operates 5 **New Sound** stores in the region, agrees with McLean that CD is the best thing in home entertainment in years. And Sniderman speaks from over 20 years experience in the business. But as he points out, the demise of the LP record has been forecast so many times over the past 10 years, and it's still here and selling well.

What can we gather from that small sampling of some of Metro's stereo dealers? For one thing, they are unanimous in their appreciation of the sound quality of the new CDs. They all expect prices of both players and CDs to drop over the next few years. Generally speaking, they do see CDs as the wave of the future.

So much for the people who sell the equipment and discs. How about the radio stations who compete for an audience with recorded music as their stock in trade?

At **C-100,** where album radio is the name of the game, program director **Barry Horne** has been using CDs on-air since they became available. "The quality is superior to anything on vinyl" is his crisp assessment. He lauds the separation and the clarity, total lack of surface noise. The fact that these new discs won't wear out is also a factor to be considered.

Meanwhile, along the hallway at **CJCH,** program director **Dave Wolfe** up to his ears in the station's move into AM Stereo, regards the CD quality as "fabulous" and sees CDs getting their share of air-time in the near future. "CJCH," says Wolfe, "is a station that doesn't play second fiddle. If there's an advance, or an improvement, we'll have it."

That's exactly the same story you get from **Mike Cranston** at **CHNS.** His station is in tune with the latest developments in recording and playback techniques, and as equipment is replaced or added the capability for CD is being built in. At the present time though, 99.9% of CHNS music is not available on the new discs. When they get it, you'll hear it on CHNS.

On January 16 (after his was prepared), Metro's newest station **Q-104** was going to do a number on the CD system and invite listeners to try and see if they could detect the difference. Program director **Jake Edwards is** enthusiastic about CDs and has no doubts about their future.

Competition among the metro radio stations is always sharp, and we all enjoy the benefits. And no matter whether their stations are presently using CDs there is no question that the claims for quality made for CDs are fully endorsed by Metro's radio men. So where does all this leave the man-in-the-street? While players and the CDs themselves are moving steadily, there has been no wild surge. It could be that most people share the view of local sales executive and amateur audiophile Eldon Mckeigan, "I want it. I'm going to have it. But I'm going to wait until the prices drop."

Hang in there, Eldon. You probably won't have long to wait. **C**

COMPACT disc DIGITAL AUDIO

A Complete Line of Equipment and Discs in Stock

New Releases Arriving Weekly

Ask for Your Demonstration at

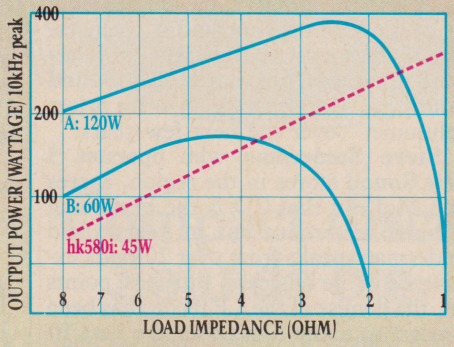
Kelly's®

ELECTRONIC WORLD

1662 Barrington St.

All major cards

IF 75 WATTS ISN'T ENOUGH, TRY 45.



When you need power most—at low speaker impedances—conventional receivers simply can't deliver. But Harman Kardon receivers with HCC will deliver instantaneous power on demand until the receiver shuts down to protect your speakers.

At first glance, you'd think a 75 watt receiver could outperform a 45 watt receiver easily. But power ratings only tell you half the story—how a receiver will react under a continuous speaker impedance of 8 ohms.

Under realistic conditions, though, musical signals can actually cause speaker impedance to drop dramatically, demanding far more current than most 75 watt receivers can deliver. The receiver clips, robbing you of the true dynamics and excitement of your music.

That's why all Harman Kardon receivers have been designed with an enormous power reserve we call High Current Capability, or HCC. The use of special output devices is part of the HCC design. Our output transistors and power supplies, for example, will produce as much power as your speakers demand. Right up to the point at which the receiver shuts down to protect your speakers.

How much power they'll deliver depends on which receiver you choose. The unit shown above is rated at 45 watts per channel. But it will deliver a full 200 watts or more of instantaneous power on demand, with absolutely no threat of clipping.

Of course power alone doesn't make a receiver great. There's distortion to conquer.

In most receivers, THD is reduced with a heavy application of negative feedback. But negative feedback causes a far more serious distortion called TIM or Transient Intermodulation Distortion. So we use less than 25 dB (compared to a more typical figure of 60-80 dB) to keep TIM inaudible to even the most critical ear.

But even a receiver that sounds great isn't perfect until it's got just the features you want. So we build six receivers to let you pick and choose. From our modest hk330i, with analog tuner and 20 watts per channel, to our top of the line hk690i with digital tuner, 60 watts per channel and every convenience feature an audiophile might want. Accommodations for two sets of speakers and two tape decks. Tape monitor and two-way dubbing. High and subsonic filters. Tone defeat and loudness contour. And more.

So now that you know how committed we are to sonic accuracy, perhaps you should audition one of our High Current Receivers.

But only compare us to receivers with at least twice the power. After all, you do want to make it a fair comparison.

MUSICSTOP
STEREO SHOP

159 Wyse Road, Dartmouth, Nova Scotia (902) 463-8850

harman/kardon

ASK ANY AUDIOPHILE.

Editor's Letter

The happiest little hospital in the east

For most of us, hospitals are places to be dreaded. They mean illness, pain, separation from family and friends, loss of a sense of ourselves in an impersonal atmosphere, and death.

The hospital from which staff writer Rachelle Henderson drew the material for her cover story in this issue has certainly seen pain, illness and, occasionally, death. Yet it's one that a member of the medical staff can unabashedly, and with good reason, describe as "an upbeat place."

Now heading into its 62nd year of operation, the Grace Maternity Hospital of Halifax is one of a kind, the last surviving independent maternity unit in Canada and a world-renowned pioneer in modern attitudes toward childbirth and parenting.

But "the amazing Grace" has done more than break new ground in obstetrical care. It is big, and remarkably successful, in the business of saving babies born prematurely, those whose fragility would have condemned them to almost certain death not many years ago.

From the days when women who delivered children in maternity wards were, as a matter of course, so heavily drugged that, as one doctor says, "they didn't know they'd even had a baby" to today's preference for as natural a process as possible, care of pregnant women has come a long way. But it pales by comparison with how far medical science has come in its ability to keep the spark of life alight in babies with almost everything going against them. Sometimes it's done with sophisticated machines and up-to-the-minute facilities. (And, just to prove there are probably no stories completely without their dark side, the one strike against the Grace is its outdated and inadequate plant.) Sometimes it's done with ingenuity and the simplest materials at hand. It's a miracle of modern medicine, perhaps, but it's also a surprising revelation about the tenacious hold on life that can be present even in the tiniest, most apparently doomed of human creatures.

Scientists are beginning to learn a lot about babies, and not just how to save their lives. They're finding that they're stronger than we had ever expected, more independent, more individual. (Many mothers have known this for years but getting it enshrined in medical texts is something else.) They are also smarter than we thought, in some cases smarter than adults. One psychologist who studies many of the babies born at the Grace each year points out that infants, unlike adults and older children, can distinguish all of the basic sound units found in human language. Another researcher, Kathleen Bloom, studies how infants respond to the world around them. " 'Before, when a baby was born,' " she says, " 'people only asked whether it was physically intact.' " But if, as someone once said, all babies look like Winston Churchill, that doesn't mean they're all alike in personality. Bloom believes that " 'it's important to know that personality in order to get along with your baby.' "

The findings of infant psychologists would be greeted with sighs of relief and recognition by any set of parents who have tried to cope with a baby who stubbornly refused to play by the rules. The spark that prompts each to respond to the world in his or her own way is very much related to the spark that keeps many of the babies born each year at the Grace Maternity clinging to life, in spite of the odds. They, too, are breaking all the rules. Good for them.

Marilyn MacDonald

Fatal if swallowed

Did you know one third of the people in the world cannot read this simple warning?

Over half the school-age children in the world have never attended school. In these fast-changing times, illiteracy has become the single most crippling barrier to progress. For the over 800 million adults and children who are unable to read or write, the door to opportunity is closed.

The Canadian Organization for Development through Education is working to open that door. For 25 years we've been providing books and educational supplies to over 90 developing nations. But we need *your* support. Share the gift of knowledge. It will make a big difference to someone's future.

CODE — THE CANADIAN ORGANIZATION FOR DEVELOPMENT THROUGH EDUCATION

Yes, I'd like to make a difference to someone's future!

☐ Enclosed is my contribution of
$ _____

☐ I am interested in the work of CODE. Please send additional information.

Name _____

Address _____

City/Town _____

Province _____

Postal code _____

Please mail coupon to:
CODE
321 Chapel Street,
Ottawa, Canada K1N 7Z2,
Telephone (613) 232-3569

We are a registered charitable organization (no. 0369876-29-10). All donations are tax-deductible.

Look who's on Tony's team. Esso.

Tony's team is made up of a whole bunch of eager kids. They have one thing in common. Hockey. They practice together. They play together. Sometimes they win. Sometimes they lose. But the most important thing is that they're having fun playing a great sport, learning new skills, and sharing an experience they'll never forget.

Tony's team is important to Esso because it's a good healthy way for kids to grow and develop. That's why Esso got together with the Canadian Amateur Hockey Association to sponsor minor hockey throughout Canada.

This support also extends into sponsorship of Minor Hockey Week, a training program for coaches and referees, as well as the Esso Medals of Achievement: awards for the Most Valuable Player, Most Improved Player and Most Sportsmanlike Player on more than 20,000 amateur teams.

Tony has just been chosen his team's most valuable player. Not because he's the top scorer. In fact, his record is 0 goals, 1 assist. He was chosen because he demonstrated his importance to his team. Which just goes to show how valuable this kind of team training is to all our kids.

And that's why Esso agents and dealers everywhere are so proud to be...part of the team.

You make us better. Esso

FEEDBACK

Not enough about Peries

I, along with a great number of New Brunswickers, was happy to see that *Atlantic Insight* had discovered eastern New Brunswick's unique healer Monique Peries. All were eager to learn more about Mrs. Peries' story and her healing skills and were looking forward to reading the article *Atlantic Insight* was to publish. Many have expressed disappointment in finding in the November issue of the magazine a very short summary of Mrs. Peries' story and her healing skills used as an introduction to a rather long article on faith healing, with a few cases of cures for the conclusion. To use the very words of the writer of the article, Mrs. Peries "refers to her skill as her 'science' and emphatically rejects the term 'faith healing.' " It would then seem only fair to have respected Mrs. Peries' feelings on this and separated her story from the faith cure article in the religious section. Many persons with special skills in sports, art, etc. are given good coverage in *Atlantic Insight* and this is good. In my opinion the same coverage should have been given to Mrs. Peries, who draws crowds not for entertainment but for a more humane purpose, that of helping people regain their health in the unusual manner for which she has been gifted and professionally trained. There was barely enough about her in the article to arouse the interest of the readers, who would like to know more.

Flora Cormier
Cocagne, N.B.

The name was Stultz

I was delighted to see my grandfather's (John Stultz) fountain pictured in your article *Sackville, N. B.* (Small Towns, November). He did a good deal of wonderful stone work around that area during his life. He was a shy, hard-working gentleman who went blind toward the end of his life. Even though his name was not mentioned, it was still a lift to see the photograph.

Barbara Stultz
Downsview, Ont.

They're either too young or too old

Considering that forestry in Canada has a bigger economic impact than farming, fishing, mining and automobile construction combined, it is great to see *Atlantic Insight* leading the way in informing our Atlantic citizens about the critical condition of the forests in Atlantic Canada (*Atlantic Perspective,* APEC, December). In New Brunswick our forest is either very old (60-80 years) or very young (under 20). Our present forest is overmature and low quality. Keeping this forest alive for another 40 years is almost impossible, even with good protection against the budworm. In New Brunswick we now have an oversupply of wood — all old. In 2000-2020, we shall hit a period of famine during which up to 50% of our mills could shut down — depending on control of the budworm. For the next 40 years we must stretch our present supply by cutting the most decadent stands first and keep the rest alive. Forty years from now New Brunswick will enjoy a major expansion in the woods industry. Our plantations will be 40 years old and ready, as will our natural regeneration from clear cuts. The trick is to survive the famine that will begin in 20 years.

H. J. O'Neill,
Vice-president, Woodlands
Acadia Forest Products Ltd.
Nelson-Miramichi. N.B.

No secrets for Dief

Susan Murray's article *John Buchanan's Never-ending Campaign* (Cover story, October) is interesting and well written. She erred in suggesting that John Diefenbaker had demanded an immediate secret vote at a national party meeting over a decade ago. Mr. Diefenbaker was at the time (to put it mildly) totally opposed to such a device.

Heath Macquarrie
Ottawa, Ont.

What price tourism?

Conclusions reached by the staff of the Atlantic Provinces Economic Council concerning the economy of Prince Edward Island (*Atlantic Perspective,* APEC, December), signify they have much to learn concerning growth through tourism on P.E.I. Environmental impact from large tourist projects, such as the one slated for Greenwich at St. Peter's Bay, will instead cause huge financial burdens to Islanders, through government spending on upgrading and building new roads, providing garbage disposal, monitoring contamination from sewage to land and surrounding sea water. I see the mussel fishery closing, herons by the hundreds disappearing, marram grass and sand dunes destroyed and the peaceful quiet of St. Peter's Bay and the Greenwich spit gone. Dollars needed to create such a complex do not create a better economy or lifestyle for the people of Prince Edward Island. Maybe they do for the tourists. The total land area and environment, along with the peaceful and picturesque beauty of the Island, can ill afford the destruction such a complex would bring. I believe improvement in the economy of Prince Edward Island will come only when attention is brought to improving the lifestyle of its inhabitants, the farmers and fishermen there; not tourism. Why can't politicians and planners see this?

Betty A. Foster
Burlington, Ont.

We have the corner on regional meetings by the Halifax Airport.

- *Complimentary 3-minute transportation between airport and hotel.*
- *Attractive meeting rooms for 10 to 100 people.*
- *Fine food and gracious service.*
- *Pools, saunas, outdoor activities, hospitable Piano Bar.*
- *Comfortable accommodations.*
- *A warm welcome and intense interest in making your meeting successful and memorable.*

Contact Peter Murphy for arrangements.

AIRPORT HOTEL
HALIFAX *902/861-1860 Telex 019-22815*
Atlantic Canada's Regional Meeting Centre

REPUBLIC OF NEWFOUNDLAND

T-SHIRT
8.95

NFLD. RESIDENTS ADD 12% TAX
2.00 POSTAGE & HANDLING

YOU GET A BEAUTIFUL 4 Colour Silk-Screened design on a Canadian made 50/50 Poly-cotton T-Shirt.

Adult size only S ☐ M ☐ L ☐ X-L ☐	
T-Shirt colour White ☐ Tan ☐	
Quantity ___ at 8.95 each =	
Postage and handling $2.00 each =	
Nfld. residents add 12% tax =	
Total	

Certified Check ☐ Money Order ☐

Ship to: _____

Address: _____

_____

Harbour City Trading Co.
P.O. Box 100, Stn. C
Dept. A-1
St. John's, Nfld. A3C 5H9

Allow 4 to 6 wks. for delivery

Waiting for Lepreau

Hundreds of idle construction workers are waiting for a decision on a second nuclear power plant for Atlantic Canada. It could be a long time coming

By Chris Wood

Ronnie Haab is a welder, and good enough at his job to earn $40,000 a year as a general foreman on the construction of a nuclear power station, where exotic alloys and stiff safety requirements demand particularly high standards.

But the final finishing touches were put to the region's first atomic power plant a year ago. Haab's job on the Point Lepreau, N.B., project ended 20 months ago. And apart from brief stints at small construction sites or the Saint John, N.B., shipyard, none longer than a few weeks, he has been unemployed ever since.

Now, for the first time in 14 years of marriage, Sandra and Ronnie Haab face the bleak prospect of life with no work, and little likelihood of finding any. "For the last 10 months, I've been climbing the walls," he says. "I even went to Sarnia [Ontario], on spec. Someone told me they needed pipefitters. When I got there, I found 600 other pipefitters out of work at the same time."

In the past few months, the Haabs have put their house, a new bungalow in a working-class neighborhood just outside the Saint John city limits, up for sale. Sandra Haab has given up her weekly shopping trips to town, and now limits her purchases to "just enough groceries to put food on the table." The couple find it especially difficult to explain these adjustments to their 13-year-old son, Ronnie Jr.

The Haabs are not alone. Since work ended at Point Lepreau, four of every five unionized construction workers in the southern half of New Brunswick have been unemployed. A generally sluggish economy has produced no new projects to absorb more than a fraction of the construction force left idle after building the $1.3-billion atomic plant.

Only one project is likely to put hundreds of idle New Brunswick tradesmen back to work. Construction of a second nuclear station alongside the one already in operation on the Bay of Fundy coast, 50 km west of Saint John, would create the equivalent of 1,000 jobs for a decade. The spinoff from more than $60 million a year in wages would create nearly as many jobs again off the project site.

But proposals to build a second plant depend on a complex web of competing interests, ranging from the power needs of half a dozen U.S. states to a Supreme Court of Canada decision on water rights in Labrador. And a decision to go ahead is, in the most optimistic estimate, many months away.

The groundwork for an addition to the Lepreau nuclear complex is already under way, however. Last year, New Brunswick Power (which built and owns the first power station at Lepreau), and Atomic Energy of Canada Ltd. (which designed the plant, and would provide blueprints for a second unit) formed a partnership called Maritime Nuclear to explore the feasibility of a Lepreau Two.

A second nuclear station on the windswept Bay of Fundy promontory would have a different mission from the first. None of its output of 600 megawatts of electricity (about six times the total requirements of Prince Edward Island) would be used in Canada. Rather, it would flow south through high-voltage transmission lines to places such as Boston and New Haven, Conn.

The notion raises the hackles of some environmental groups. "It's all part of an over-all plan to line the border with reactors for the sole purpose of selling electricity to the United States," charges Janice Brown, executive director of the New Brunswick Conservation Council.

Many New Brunswickers might accept the risks of a second nuclear station if customers in New England show an interest in buying its output. The extent of that interest, however, is hard to gauge. Spokesmen for the New England Power Pool, an agency that represents dozens of smaller utilities, say New England will need new power plants by the mid-Nineties to replace aging existing units and meet the expected growth in demand for electricity. Building a modern power plant can take more than 10 years, so that means the New England utilities will have to make up their minds in the next 18 to 24 months about where their new power will come from.

Environmentalists such as Brown doubt that U.S. power utilities will opt for any new capacity. Nearly two-thirds of 120 big U.S. power companies surveyed last summer have decided to invest in reducing their customers' demand for power, discovering that $100 million spent on conserving energy saves more electricity than can be produced for the same price.

Most utility executives still expect that New England will need new sources of electricity. But where will it come from? Maritime Nuclear is far from alone in wooing American power buyers. Nova Scotia is courting the same utilities as possible buyers for power from its two new coal power stations at Lingan, or even to absorb the huge volumes of electricity a tidal power project on the Minas Basin would produce.

The real competition to a second nuclear station at Point Lepreau, however, comes from the millions of tons of water flowing through the wilderness rivers of Labrador and northern Quebec. Salesmen from Hydro-Quebec have been doing the rounds of U.S. utility head offices for the past five years, looking for buyers for more than 4,000 megawatts of surplus hydroelectric power (more than six times the capacity of the planned Lepreau Two unit), most of it generated in the vast projects at James Bay and Churchill Falls.

But Quebec's huge surplus is open to question. Three-quarters of it can be traced to a contract that lets Quebec buy power from Newfoundland at less than a fifth of going rates and sell it at full value. Newfoundland has challenged that contract in the courts. If the challenge is successful, or if Newfoundland makes good on threats to cut off the power flow, Quebec could find itself with little hydro surplus left.

Adding to the uncertainty is a low-key initiative by Atomic Energy of Canada Ltd. to bring all the competing Canadian bidders for U.S. power customers together into one big electricity-exporting agency, rather like the Canadian Wheat Board. David Nantes, president of the Nova Scotia Tidal Power Corp., sees some "strong arguments" for the idea. "We'd gain strength in numbers by dealing with the market jointly," he says, instead of letting American buyers "play one [Canadian power seller] off against the other."

But most utility executives don't really expect Hydro-Quebec to give up any of its cherished independence to a consortium of Canadian power producers. In any event, Maritime Nuclear seems ready to go it alone in the search for U.S. electricity buyers.

Even when all the questions about U.S. markets are answered, other uncertainties will still hang over Lepreau Two. Environmentalists' opposition has halted most nuclear construction elsewhere. No one has yet revealed where the $1.5 to $2.3 billion required to build another nuclear station at Point Lepreau would come from. And even the plant's promoters fear a repetition of the crippling labor strife that added a year, and hundreds of millions of dollars, to the construction schedule of the first Lepreau plant.

Opposition to a second plant may be the least of Maritime Nuclear's problems. Many of the activists who fought the first installation are "exhausted"

from the unsuccessful effort, admits David Thompson, a key figure in the now-defunct Maritime Energy Coalition anti-nuclear lobby. Environmental impact hearings investigating the possible effects of a Lepreau Two unit, held at villages near the site last fall, drew fewer than half a dozen people.

Paying for the plant is a bigger problem. Neither New Brunswick nor Maritime Nuclear's parent, N.B. Power, can afford the huge extra debt involved. And while the feds expressed political support for the project as long as three years ago, they've been curiously reluctant to put cash on the table.

Finally, there's the matter of labor peace. It would be "absolutely foolhardy" to build a second station without firm guarantees of better labor productivity and stability than at the existing Lepreau, says Maritime Nuclear's general manager, Richard Coté.

Maritime Nuclear has been trying to win ironclad no-strike promises from the 14 trade unions whose co-operation is required, in contracts that would last for the duration of the construction project, as long as nine years. So far, most unions have agreed to ban strikes, but others are stubbornly defending the many lucrative benefits they won during construction of the first Lepreau plant. "I don't see why we should have to take a decrease in wages to build a nuclear power plant to supply the Americans with cheap power," says Kevin Daley, business manager of an electricians' union and president of the Southern New Brunswick Building Trades Council.

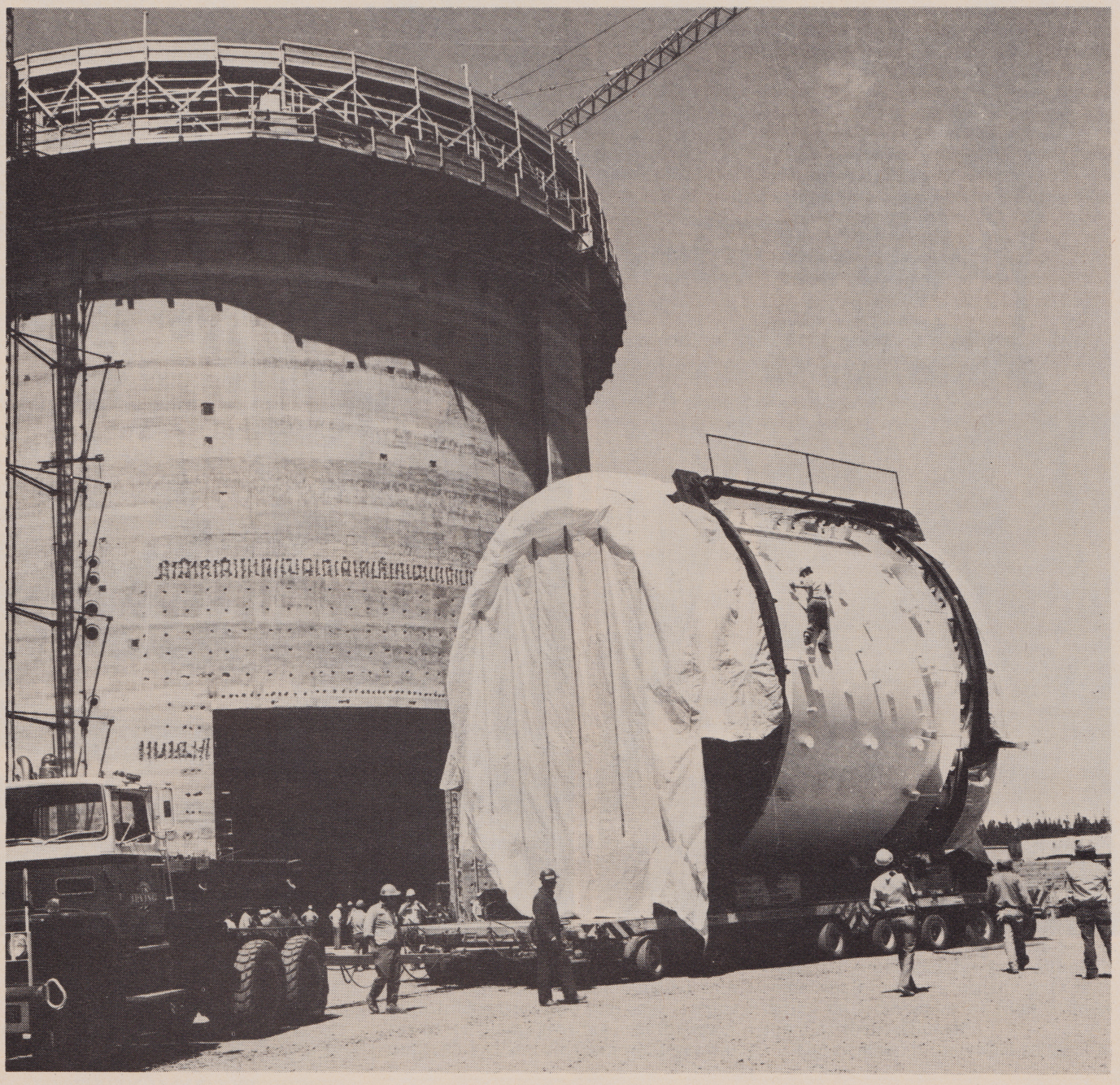
But with as much as 80% of their membership out of work, the unions' tough talk rings a little hollow. "We realize we have no cards, none at all," admits a rank-and-file member of another union. "I'd rather work for lower wages than not work at all," adds another.

Ronnie Haab agrees. "I'd work for less, definitely."

For hundreds of families like the Haabs, the complex power politics surrounding Lepreau Two diminish to a very simple hope. "It would mean a job, a living for my family. It would mean I could keep my house." Without it, Haab admits, "I don't see anything in the future. It's very depressing."

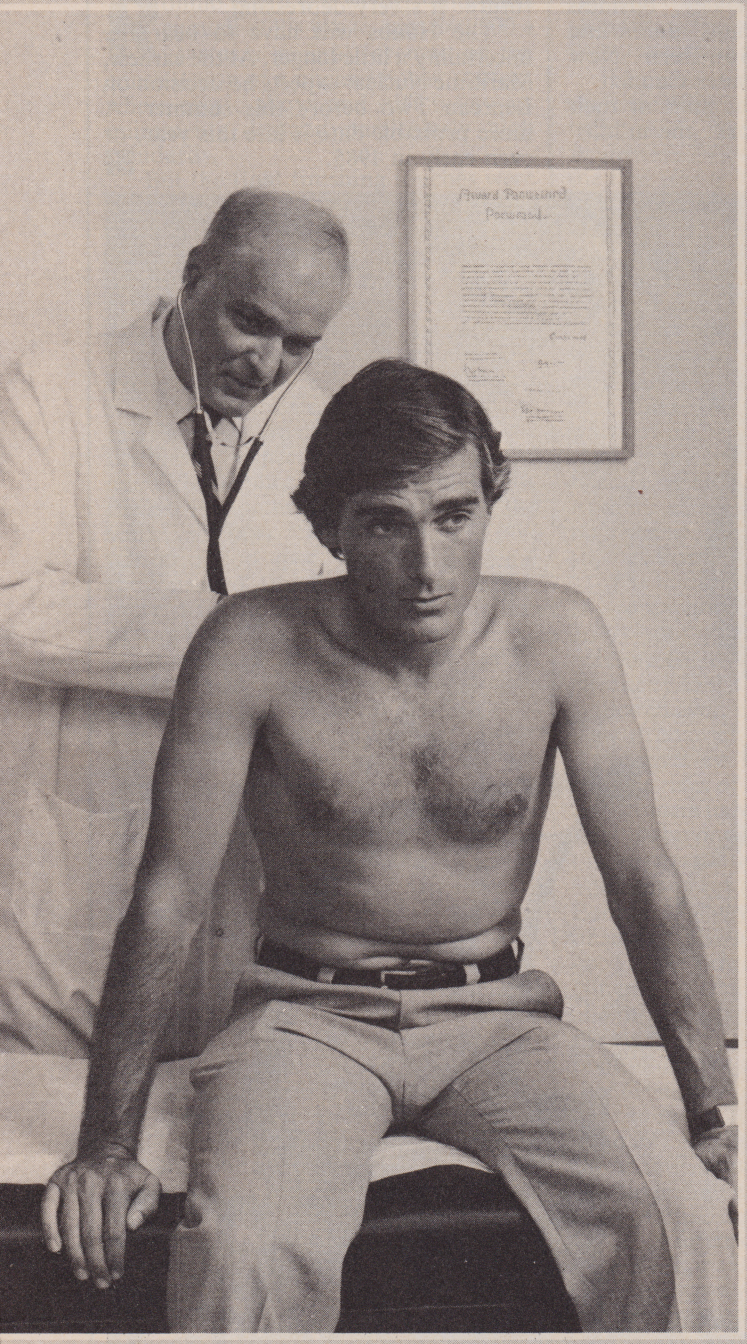
The Haabs will have to bear the uncertainty a little longer. At the earliest, Maritime Nuclear expects no decision on Lepreau Two before this summer. A more probable date is late this year, or even early in 1985.

Completion of Point Lepreau left most of its construction force idle



IF YOU GO TO YOUR DOCTOR FOR MEDICAL ADVICE, WHO DO YOU GO TO FOR FINANCIAL ADVICE?

YOUR INVESTORS PERSONAL FINANCIAL PLANNER



A specialist in personal financial planning, your Investors representative is uniquely qualified to help you achieve your financial goals.

Investing for high growth potential? Saving for a home? Looking for a shelter against inflation or taxes? Planning early retirement?

Goals are highly personal. That's why our financial planning begins with the Personal Financial Review. Like a thorough medical checkup, the review is an essential first step to an effective financial strategy. It's confidential. Free. And there's no obligation.

With the Personal Financial Review as your foundation, you can now select the products and services that best fit your needs. Money accumulation plans. Canadian and international investment funds. Insurance. GICs. RRSPs. RHOSPs. And more.

Get a healthy start. Ask your Investors Personal Financial Planner for your free financial checkup. Any time at your convenience.

And we still make house calls.

To contact an Investors Personal Financial Planner, just look in the phone book under "Investors". Or write our Head Office: Investors Syndicate Limited, 280 Broadway, Winnipeg, Manitoba R3C 3B6.

Investors

PROFIT FROM OUR EXPERIENCE

DAVID NICHOLS

Raw sewage pours into this Herring Cove inlet

Just add water and flush

Every day, 12 million gallons of raw sewage, industrial waste and precipitation runoff pour into the Halifax harbor. Smelly and unsanitary? Yes. But cheap

By John Mason

After years of high-rise development, Halifax still relies on the old-fashioned way of getting rid of sewage: Just flush and wait for high tide. It's cheap, reliable and doesn't smell too bad. Unless, of course, you live on the wrong side of the sewer main.

Unfortunately for the Deppe family of Herring Cove, N.S., their home is less than 100 yards downwind from a sewer pipe that drains the Halifax suburb of Spryfield. "Everything goes down the sewer and right into the harbor," Renate Deppe complains. For more than a decade, that 2 1/2-foot-in-diameter concrete pipe near her front door has poured raw sewage into the salt water inlet that used to be productive fishing grounds. "The fishermen are very upset," says Deppe, who has lived in the village, 5 km outside of Halifax, for 19 years. "They get all that muck in their nets, and they have to clean it all off."

Herring Cove residents estimate about 70% of the outflow from that pungent pipeline is human excrement. The effluent is also contaminated with industrial waste. Two years ago, Deppe saw green plants growing near the sewer outlet shrivel and die from whatever was flowing from the pipe. The liquid and the lumps — a combination of storm and sanitary sewage — comes from Halifax's mainland south area. This effluent travels through a series of pumping stations and pipes, which regularly overflow into nearby freshwater streams and lakes, then passes untreated beyond city limits. From there the sewage runs into the Halifax County system, draining eventually into Herring Cove.

The smelly and unsanitary situation at Herring Cove isn't an isolated case along the harbor. Halifax has 55 sewer lines draining into Bedford Basin, the Narrows and Northwest Arm and not a single sewage treatment facility. That means the city's 55,000 household toilets and every other drainpipe and gutter dump raw sewage into the harbor. The same thing happens from Dartmouth, since that city's harborside sewers, including those from the Burnside Industrial Park, also lack any pollution controls.

In fact, not one city in Nova Scotia treats its municipal sewage, although some small towns — usually ones bordering on fresh water — filter at least some of their effluent.

The situation is somewhat better else-

where in the region. Fredericton, N.B., Charlottetown and most parts of Saint John, N.B., have sewage filtration plants. St. John's, Nfld., and Moncton have none, but Moncton recently announced a $40-million plan for waste disposal. With the biggest population in the region (about 277,000), the Halifax metro area has the biggest waste problem. The Nova Scotia Environment Department says about 12 million gallons of untreated effluent, liquid industrial waste and precipitation runoff flow into the harbor every day. Peter Connell, director of engineering and works for Halifax, doesn't know how much of that comes from his city, but he isn't convinced that Halifax is doing anything wrong or unsafe. "There is an esthetic problem, but to what extent is it a pollution problem?" Connell asks. "Nobody likes raw sewage being dumped anywhere. But here we're talking about salt water and there's tidal action. There is not a problem now [in the harbor] if you accept the fact that the ocean is the best possible place [to dump city sewage]." That fact isn't accepted in Herring Cove. Last summer, some village residents launched their own pollution protest and marched on the home of their MLA, Premier John Buchanan. Even Halifax's *Chronicle-Herald* added its staid voice to the controversy. In a rare anti-establishment editorial, it called the Herring Cove pollution "disgraceful."

Residential areas along the harbor aren't the only sewage trouble spots. Downtown Halifax's waterfront becomes a cesspool whenever winds and waves fail to purge the harbor. An underground sewer, ironically called the Freshwater Brook interceptor, collects waste south of Citadel Hill, spewing effluent into the harbor near the Maritime Museum. More raw sewage from the business core spurts out near Historic Properties. Provincial Environment Department official John Sansom is blunt about all that untreated waste. "No question there's an esthetic problem there," he says. "No one likes to see sanitary napkins and condoms float by." Are there health hazards? Halifax engineering director Connell thinks not because the city is following the province's recommendations and reducing sewage overflows in Spryfield. As for dumping untreated waste in the harbor, he says that's "the best system at the moment." Sansom says health problems due to unsanitary disposal are "possible." Both officials agree a harbor-wide study of the sewage problem, which has never been done, is long overdue.

But Sansom says Halifax's disposal methods are "eons ahead of where we were 25 years ago." Back then, a heavy summer rainstorm washed so much excrement into the Northwest Arm from city sewers that swimming was unsafe until the tide changed at least twice. Better sewer cleaning and more rainwater retention capacity have reduced that problem, Connell says. But smelly sludge buildup still occurs at the head of the Arm. Other major dumping spots are an underwater outlet offshore at Point Pleasant Park and a 7,200-foot-long sewage tunnel emptying in the harbor near Halifax shipyards. One city official describes that system, which cost $6 million when completed in 1974, as pumping waste "from a tunnel into a pipe and back into Halifax harbor."

Alan Ruffman, a marine geophysicist and frequent city hall critic, says Halifax "is saving money by letting the stuff run straight into the harbor." He refers to the city's pollution control surcharge applied to all Halifax water bills since 1973. "Every time you flush your toilet, you put another penny in the pot," Ruffman says. The surcharge now adds about $6 to an average family's bimonthly water bill. The money goes into a special pollution control fund, the balance of which reached $16 million at the end of 1983. But in the past decade, the only money spent from the fund went to build bigger sewers. Not a cent has gone towards sewage cleanup.

The city blames Ottawa for this. In the 1970s, Halifax began a network of large sewers to intercept all existing city sewers flowing into the harbor and pump the effluent to a proposed sewage treatment plant. After $21-million worth of interceptors were built, federal money for the project dried up, and the city abandoned further work because of the cost. Talk then began of creating a single, super-sewage plant to purify sewage from Halifax, Dartmouth, Bedford and county, but plans failed to materialize. Connell still supports that idea, but, after eight years of preliminaries, "the municipalities aren't sure how they're going to handle the problem." He estimates an adequate primary filtration plant for the metro area could cost up to $150 million, roughly the city's total annual operating budget. "No municipality can afford that without provincial and federal assistance," Connell says.

All of which means Herring Cove housewife Renate Deppe and her neighbors will keep inhaling chemical and excrement odors for years to come. Some village residents want to make Halifax clean up its act by taking it to court. Deppe believes the premier will announce some local cleanup for his home riding before the next provincial election. Until then, she'll continue to see and smell what most of Metro misses. "Anything could go down that sewer trunk and nobody would know what it is or what it does to people, the fish, trees," she says. "Why do they have to ruin a beautiful place before something gets done?"

DAVID NICHOLS

Renate Deppe smells and sees what most of Metro misses

VISCOUNT
THE MILDEST.

INSIGHT SAVES!

Subscribe now and save $6.40

☐ **1-year only $17.00.**

Regular home delivery $22.00 Newsstand $23.40.

Offer good only in Canada.

NAME _____

ADDRESS _____

_____

_____ CODE _____

B1B 024

OR CALL TOLL-FREE: 1-800-565-7767

(Metro Halifax: 429-8094) Use your VISA or MasterCard

A supplement to Atlantic Insight February 1984

Business Reply Mail:
No Postage Stamp Necessary
If Mailed in Canada.

Postage will be paid by:

POSTES · CANADA · POSTAGE 1202

Atlantic Insight
1668 Barrington Street,
Halifax, Nova Scotia
B3J 9Z9

VISCOUNT
THE MILDEST.

In 1968, Viscount "the mildest" was introduced to the cigarette market.

Today, we offer the mildest choice in regular, king size and 100's.

And of course, the mildest menthol, too.

Whatever your preference, Viscount is the mildest.

WARNING: Health and Welfare Canada advises that danger to health increases with amount smoked—avoid inhaling.
Average per cigarette: Viscount 1 Ultra Mild King Size "Tar" 0.7 mg., Nic. 0.07 mg.
Regular "Tar" 0.4 mg., Nic. 0.04 mg. Viscount 100's Extra Mild "Tar" 4 mg., Nic. 0.4 mg.

Yours Ours Canada's

To welcome guests warmly, to roll out the red carpet for them, to share with them what we treasure most, to make them feel truly at home, to make you feel at home.

This is what we, of the National Capital Commission, are proudly dedicated to doing. We know that Ottawa-Hull is more than just the capital of a nation, it's really the country contained in a capital. It is a centre that represents Canada and Canadians as a whole. It is a privileged place where history and culture, heritage and the arts, and so much more, blend in a true representation of our identity.

With so many reasons to be proud, we wish to share them with you, to help you discover them.

Come and visit your Capital, see for yourselves what we have done for you: plans for development, construction and maintenance, recreational and cultural activities, so many things we do to make this corner of our country yours, a place you can be proud of.

We want to meet you, to greet you, to show you. When you come to the Capital, we wish to welcome you, make you comfortable in your home.

After all, it is your home.

It's yours, ours, Canada's!

Bienvenue chez vous

Recevoir des gens qui nous sont chers, c'est les inviter à partager ce que nous avons de mieux, leur donner une place spéciale où ils se sentent vraiment chez eux.

C'est exactement ce que nous voulons fièrement réaliser à la Commission de la Capitale nationale.

Ottawa-Hull, c'est bien plus que la capitale du pays, c'est en fait le pays dans sa capitale: un lieu représentatif, à l'image du Canada et des Canadiens.

Un endroit privilégié où se marient l'histoire et la culture, le patrimoine et les arts, et tant d'autres reflets de notre identité.

Nous avons plusieurs raisons d'être fiers; nous vous invitons à le constater par vous-mêmes.

Venez visiter votre Capitale et voyez ce que nous faisons pour vous: plans d'aménagement, construction et entretien, organisation d'activités récréatives et culturelles, autant de tâches que nous assumons pour faire vôtre ce coin de pays où il fait bon se retrouver.

Lorsque vous passerez par la Capitale, nous serons là pour vous recevoir. Profitez de votre visite et surtout, faites comme chez vous. Car, après tout, vous êtes chez vous.

Comme on dit chez nous «Bienvenue chez vous!»

National Capital Region **Région de la Capitale nationale**

National Capital Commission
Commission de la Capitale nationale

Canada

The double-breasted solution

To companies in New Brunswick's construction industry, it's a legal way of cutting labor costs. To the unions, it's a dishonest practice that robs workers of hard-won gains

For New Brunswick businessman Larry McLaughlin, the choice was clear. "Profits were decreasing. I had to find $24,000 a year somewhere." He found it by setting up a new company, Country Electric Ltd., which would operate side by side with his old company, Larry Electric Ltd. of Moncton — but without a union. By doing so, he saves the $2,000 a month he previously paid into the union's welfare fund, a benefit negotiated for his employees by the International Brotherhood of Electrical Workers (IBEW).

McLaughlin has joined the growing ranks of companies in New Brunswick's construction industry that have gone "double-breasted" — running parallel companies, one union, one non-union. Though the 400-member Construction Association of New Brunwick, which represents both union and non-union contractors, won't divulge statistics, one spokesman says the man hours lost by union contractors to non-union this year is "considerable." An estimated 80% of general contractors in the province now operate this way.

Companies say they can no longer afford the cost of union labor. But unions see double-breasting as further evidence of the erosion of union rights because of the recession. And they believe employers are capitalizing on high unemployment to take one more swat at unions. IBEW business agent Lloyd French says: "With high unemployment, the employer basically puts the gun to his employee's head, and says, 'I'm forming a new company. You can come with me or not.' Hardly a fair method."

When Country Electric was formed, four of the eight employees of Larry Electric moved over. Of those, two (McLaughlin's sons) quit the union. The other two are still IBEW members, though working under non-union conditions, meaning essentially no welfare fund. The savings, McLaughlin says, give him a competitive edge in bidding on jobs. For other double-breasted companies, such as J. Heber (1981) Brown Ltd. and its non-union counterpart, H & S Construction Ltd. (based in Moncton), the difference means a net saving of 25% on the cost of labor. Some non-union companies pay up to $8 an hour less than union ones.

More often than not, when a company goes double-breasted, the unionized side continues to exist on paper only, and the non-unionized one bids on jobs. If the union one works, its volume of work is greatly reduced. "J. Heber Brown has a few small projects. Things are very, very slack. Whereas H & S is building a school in the north [of the province]," says Fred Wheaton, president of both companies. Sometimes, double-breasted companies operate out of the same office, using the same telephone, even the same letterhead.

Surprisingly, the whole thing is legal in New Brunswick. The successor rights clause of the Industrial Relations Act, which prohibits a company from shutting down and starting up again under a different name merely to avoid unionization, doesn't come into play when both companies continue to operate, even though one may operate only on paper. New Brunswick and Newfoundland are the only Canadian jurisdictions where double-breasting is legal (Alberta has introduced a bill to make it legal in that province). In a 600-page report on the N.B. construction industry published in March, 1981, H.D. Wood, a specialist in labor-management relations, referred to double-breasted companies as "elusive employers" and "legal fictions."

WAYNE CHASE

McLaughlin: "I had to find $24,000 a year"

But the issue has been a sensitive one with the N.B. Industrial Relations Council, a tripartite body set up in 1981 to advise the government on legislative changes. "We try to find a consensus, but it's very difficult on this type of issue," says chairman Doug Stanley. Labor wants double-breasting banned. Management is adamantly opposed.

"Our position is that this is not the time to make any changes with respect to the Industrial Relations Act," says Bob Porter, executive director of the Construction Association of N.B. "The marketplace is such that we're trying to encourage industrial development here." Porter maintains that the trend towards double-breasting has nothing to do with anti-unionism. It's simply a reaction to market conditions. The over-all volume of construction in New Brunswick is expected to be around $600 million this year, down $100 million from last year, and falling.

But this argument doesn't wash with union reps, who say the construction industry is in bad shape all across the country, and other jurisdictions haven't used that as an excuse to permit double-breasting.

Double-breasting has a snowballing effect. When one company does it, others in the field follow suit. Bob Porter says he knows union contractors who are strongly in favor of staying union but feel they can't because others aren't. John Roushorne, executive director of the provincial government's Industrial Relations Service, believes that there's no simple equation between being competitive and operating non-union. Roushorne, who says that double-breasting has happened with "increased frequency" in the past six months, maintains that union companies are still in demand because of better quality work, and that those which have learned to "sharpen their pencils" will survive.

Double-breasting has been most noticeable in the residential construction sector, the only one in New Brunswick to show any growth this year, though most jobs these days are worth less than $2 million. (According to Construction Association estimates, residential construction was expected to be up 20% in 1983 over the previous year.) "A few years ago, these $2-million jobs were all union," says Rejean Charlebois, international rep for the Construction and General Labourers' International Union. "Today, the union doesn't stand a chance." Charlebois' union has been particularly hard hit. He estimates 250 jobs have been lost in two years as a direct result of double-breasting.

In the end, union officials say, it's the average guy who suffers. Non-union companies have a competitive edge because they pay lower wages and no fringe benefits. "But if they're not paying into pensions, what will these workers do when they're 65?" asks Charlebois. With an unemployment rate of 65% to 75% in N.B.'s construction industry, it isn't the time for militant action. "This type of thing only takes place when the economy is bad," says IBEW's Lloyd French, "cutting off all options for employees. When the economy picks up, these places will all be unionized again."

—Sue Calhoun

Birds, bergs and Dr. Brown

In a book that's making international ripples, a sea-going scientist describes the life of the iceberg that caused the death of the Titanic

By Harry Bruce

When Richard Brown saw the iceberg turn upside-down during yet another of his bird-watching forays into the Arctic, the *Titanic* had been silent on the ocean floor for 67 years. He was up on the bridge of the research vessel *Hudson* because there, he says, "you have access to the ship's gossip, and access to the ship's navigation, and you don't freeze your arse off." Since seabirds are his professional passion, he had his binoculars with him. Catching Brown without his binoculars during daylight hours on the bridge is almost as improbable as spotting a great auk. Great auks are extinct.

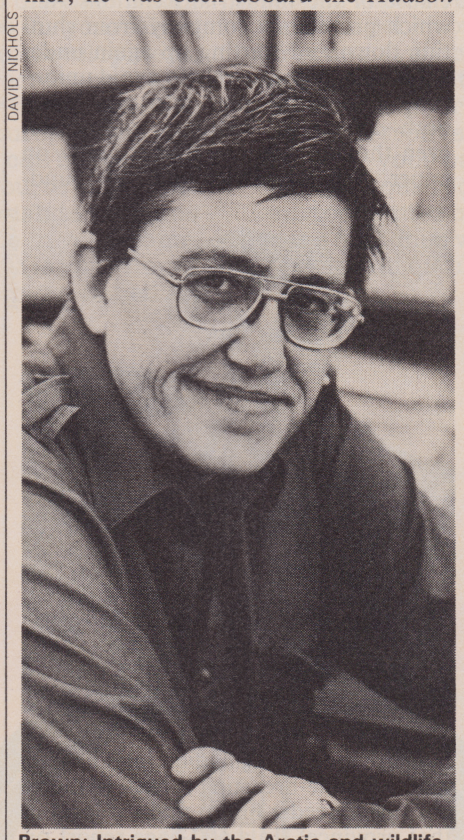
It was August, 1979, and the *Hudson* was just off Hamilton Inlet, Labrador. The berg was about a mile away. It had calved off the Greenland ice cap only a couple of years earlier, but its creation had really begun with snow that fell while David was King of Judea, a thousand years before Christ was born. The berg was not a leviathan among the thousands of southbound bergs off Labrador, but neither was it puny. It was roughly 100 yards long, and weighed maybe a million tons. "It was a great, flat, rugged, unweathered slab," Brown recalled, "with cliff-like sides." Before his very eyes, it transformed itself. As smoothly as a trick by a gargantuan magician, it became another berg.

"It begins to roll," he wrote later. "Very slowly at first, and then faster and faster until it turns over completely and lies gently rocking in the middle of an enormous ring of ripples. A moment ago the Iceberg was a rugged escarpment of ice, not so very different from the slab that calved in Jakobshavn ice fiord . . . . Now, smoothed and rounded by the water, it is shaped like a gigantic white whale. A streak of frozen coal dust [scraped from a seam in Greenland's mountains] runs across its shoulder like a black ribbon. The Iceberg, transfigured, drifts on . . ."

A gigantic white whale. An impossibly massive Moby Dick. "It looked as though it had a rounded head, tapering away like a tail at the other end," he recalled almost five years later, while chatting in his modest, map-lined office at the Bedford Institute of Oceanography.

That was the iceberg that had calved him as an author.

He'd still been gawking at that pristine whale of ice when the idea had come to him. The ripples had still been rippling toward him when he'd decided to exploit his training, his expertise and his undying infatuation with the Arctic to write a book about the natural history of the berg that sank the *Titanic* on April 14, 1912. It was the berg heard round the world, and as Brown stared from the *Hudson* at this similar giant almost seven decades later, "it was like pulling on the ends of a string and seeing a whole series of knots untying. A whole set of possible inspirations for the book started whizzing past my eyes." The next summer, he was back aboard the *Hudson*



DAVID NICHOLS

Brown: Intrigued by the Arctic and wildlife

during "a major, high-Arctic cruise"; and with the book firmly in mind (as well as his bird-watching duties) he took notes "fairly feverishly."

Publishers in Toronto, New York and London rejected Brown's biography of an iceberg, and if it hadn't been for a mid-flight chat between strangers the manuscript might still be mouldering in his desk. But a colleague happened to be seated next to Rowly Lorimer during a Halifax-Toronto flight, and Rowly is a brother of James Lorimer of Halifax, and James is a partner in James Lorimer & Co., Toronto publishers, and one thing led to another until, just this past fall, a slender (152 pages) hardcover book called *Voyage of the Iceberg* was sending out ripples of its own. The author, of course, was Richard Brown; the price was $16.95; the publisher was James Lorimer & Co.; and the secondary title was simply *The Story of the Iceberg That Sank the Titanic*. Brown's sense of humor, never far below the surface of his conversation, sometimes veers towards the macabre. "I thought of calling it *The Little Iceberg That Could,"* he chortled.

"After seventy years, two World Wars, and an uneasy passage into the nuclear, space and computer ages," he wrote, "the wreck of the *Titanic* still fascinates us. It may be because it is the supreme symbol of man's arrogance in the face of nature, or perhaps because it was the first crack in the self-confidence of a world that has never been the same since 1914." Reviewing the book in the Toronto *Star,* Frank Jones said, "But even accepting that the iceberg is an important symbol, it's another thing again to turn its leisurely perambulation from the Arctic into a gripping narrative. Brown, whose previous credits have mostly been technical papers on seabirds, has done it, and his odd little book looks as if it will be one of the surprise hits of the season."

The surprise in the surprise hit is the power of the prose. Many scientists write jargon-ridden sludge, but *Voyage of the Iceberg* is tight, tense, lyrical, dramatic. A research scientist in the Seabird Research Unit of the Canadian Wildlife Service, Brown had previously written reports that only another bird-watcher could have admired. But now, in his mid-40s, he spread his wings as a writer and, for the first time, soared:

"The North Water and its riches have been left behind, but by now the Iceberg is carrying its own miniature world with it as it goes. Its underside is furred with algae, red and green. Shrimps and cod swarm in the thickets. Seals and guillemots hunt through its underwater caverns. Fulmars swim above its azure daggers of ice, diligently picking away at amphipods, their heads nodding like chickens. Kittiwakes ride on top of the Iceberg and they swoop down in a shrieking cloud on every overturned floe, grabbing at the cod left squirming on the ice. The Iceberg is beginning to melt very rapidly. The sound of the bubbles bursting out of the ice is no longer a faint crackle, but a deafening roar."

Winter is coming, and the iceberg's date with the *Titanic* is just eight months away.

"There are some real goosebump times in that book," Catherine Wilson said. "I think he's a really fine writer."

Wilson is Lorimer's partner in James Lorimer & Co., and it was she who took

Voyage of the Iceberg to the Frankfurt Book Fair last October. Beaufort Books had already snapped up U.S. rights to publish *Voyage* and now, at the world's supreme marketing festival for book publishers, the British began to nibble. "There was quite a little flurry of interest," Wilson recalled. "By the end of the fair, five U.K. publishers had indicated they wanted to talk. I went to London and met them all, and I set deadlines for offers." The Bodley Head, London publishers, won the U.K. rights. They offered a £5,000 advance, and "that was stunning for us." Brown, a native of Wolverhampton, England, had wanted an English publisher, so it was delightfully stunning for him, too.

Meanwhile, in both the U.K. and the U.S., paperback publishers had indicated they might want to put out mass-market editions; and beyond that promising horizon lay the further possibility of translations. At Frankfurt, Wilson said, "German and Scandinavian publishers were very moved by the book." By December, James Lorimer & Co. still had only "a couple of thousand copies" in Canadian bookstores, but Wilson believed *Voyage* was simply in the early stages of "a slow takeoff." Brown's prose style had so impressed her and Lorimer that they'd signed him to a contract for his next three books. "He's in the same league as Fred Bodsworth and Franklin Russell," Lorimer says. For 30 years, Bodsworth has used natural history as a theme in such novels as *The Last of the Curlews,* and *The Strange One.* For 20- odd years, Russell has been writing such moving works about wildlife as *Watchers at the Pond, Argen the Gull,* and *Searchers at the Gulf.* Seabirds fascinate all three men.

If Bodsworth and Russell have a head start on Brown as writers, he's several nautical miles ahead of them as a scientist. As a government scientist, he earns a good salary while accepting free rides to the Arctic to spy on birds. Since both the Arctic and wildlife have intrigued him ever since he was "knee-high to a pair of binoculars" in West Midlands, he sometimes finds his luck scarcely believable. A tall, wide-hipped, gangling man with glasses and somewhat messy hair, Brown smiles a lot. West Midlands is a heavily industrialized part of a densely populated nation, "But I can live here [in Dartmouth], and basically my bailiwick is from here all the way up to Ellesmere Island and Greenland." Thule, Greenland, is about 3,700 km north of Halifax.

Brown earned a bachelor's degree in zoology at Oxford, and in 1962 his doctorate in animal behavior. Unlike psychologists, he says, animal behaviorists "don't put animals in boxes and treat them like miniature humans . . . . The behaviorist goes out to look at rats in the rat world." His post-graduate work, which he continued till 1965, included looking at seabirds in seabird worlds off northwest England, Norwegian Lapland and Alaska. Then, with the help of a grant from the National Research Council, he joined the psychology department at Dalhousie University. In the spring of '66, two graduate students of oceanography "filled me with home brew, and virtually shanghaied me. They got me on a ship to Greenland." The ship was the *Hudson,* and the voyage hooked him for life not only on the Arctic but also on a marriage of oceanography to ornithology.

Fifteen years later, he still remembered the thrill of that first trip to Greenland waters, and his discovering not only that the nature of seawater varied from zone to zone "as much as a meadow from a forest," but also that

" 'After seventy years, two World Wars, and an uneasy passage into the nuclear, space and computer ages, the wreck of the* Titanic *still fascinates us" '

the zones determined bird populations. When the *Hudson* crossed from cold to warmer water, Brown observed an instant change in bird species. Fulmars, for instance, preferred cold waters, while kittiwakes thronged in warm waters. Seabirds occupied distinct "ecological niches" of their own. Their numbers depended on the availability of food, and that depended on the characteristics of the water. It was unfortunate, he wrote after the voyage, "that birds at sea fall between two disciplines: Ornithologists pay too little attention to the water under their birds, and oceanographers largely ignore the birds that fly over the sea." He believed "there ought to be an ornithologist on every oceanographic cruise," and that, whenever he could arrange it, the ornithologist should be him.

By 1967, he was with the Canadian Wildlife Service at its headquarters for the eastern half of Canada in Aurora, Ont., but he continued to wangle berths aboard the *Hudson* during her spring cruises to the Labrador. Then, in February, 1970, a Liberian tanker snagged herself on Cerberus Rock, Chedabucto Bay and, as she broke up, her inky, mucky cargo of bunker oil fouled dozens of miles of coastline in eastern Nova Scotia and killed hundreds of seabirds. "In a sense," Brown said, "I owe my career in environmental research to the navigation error the captain of the *Arrow* made."

The first splash of dismal news about the *Arrow's* obscene leakage featured oil-choked birds in Chedabucto Bay but, as the environmental horror continued, scientists realized that slicks that had escaped the bay were slaughtering far more birds out at sea. "This pinpointed just how little we knew about what was happening offshore [with regard to birds]," Brown said. To the Canadian Wildlife Service, the looming development of offshore oil and gas made this ignorance seem specially reckless; and in 1971, the service posted Brown to the Bedford Institute of Oceanography so he could work full-time on documenting the seasonal distribution of offshore birds. The *Hudson* has taken him north virtually every year since '74, and in many years he's at sea for anywhere up to four months. By 1981, he was able to write, "We now have a very good general picture of the geographical limits of most seabirds' distributions at sea . . . . We are beginning to move on from asking where the birds are, to *why* they are where they are."

He sees his work as "one of the last frontiers of field ornithology." The finding of birds at sea, and discovering their breeding grounds in the high Arctic, gives him an immensely satisfying "sense of exploration." To make matters even better, he's a natural sailor. A forbear, Rear-Admiral William Brown, was guilty of significant bungling before the Battle of Trafalgar in 1805, but Brown says, "Like him, at least I don't get seasick."

In December, 1982, he was aboard the *Hudson* in mid-Atlantic, closer to the Azores than Newfoundland, in winds of 60 knots, gusting to 90. That's a hurricane. "I couldn't get my drink to stay still on the bar," he jokes. "Ah, yes, life is hell at sea."

The *Hudson* has revealed a lot of birds and bergs to Brown. "At one time or another," he says in a postscript to *Voyage of the Iceberg*, "I have sailed on oceanographic ships over almost the entire route that the Iceberg took." Then, after offering readers a list of books, he warns, "But be careful; the Arctic is a dangerous drug and you may end up as hooked on it as I am." Reading his prose, hearing him talk, seeing his excitement, you know there are worse fates than that.

Executives like these will start 400 new Canadian businesses in 1984.

Throughout Canada groups of Junior Achievers will be launching their own business enterprises this year.

Advised by professional volunteers from the business community, these ambitious high school students will learn first hand what business is all about. They will come to appreciate the risks and rewards — and why our free enterprise system is so productive.

If you are a business professional who would like to help — or a student who would like to participate — call your local Junior Achievement office listed in the white or yellow pages of your phone directory, or write: Junior Achievement of Canada, 3240 Bloor Street West, Toronto, Ontario, M8X 1E4.

JUNIOR ACHIEVEMENT

YOUR INVESTMENT IN FREE ENTERPRISE

Advertisement prepared as a public service by Campbell, Brightling & Michener Limited.

Battling the demons of racism

It's easier for a black person to get a job in Nova Scotia than it was 10 years ago. But job and housing discrimination are still a fact of life

When Delmore (Buddy) Daye started getting hostile phone calls from other Nova Scotia blacks last fall, he also started having sleepless nights. Daye is a veteran civil rights worker who helped found the province-wide Black United Front (BUF) 14 years ago; when the provincial government, which supplies most of BUF's funds, launched a review of the self-help organization's finances, some people began accusing finance chairman Daye of personal gain. Then the government announced it was cutting off funding because of "extraordinary mismanagement."

But Daye, like many others in Nova Scotia's black community, was by no means ready to give up. The morning after the government's announcement, he was in his basement office at Province House, where he works as superintendent of pages, talking about the need to regroup. "Without that organization," he said, "we're just knocking our heads against the wall."

Since the racially tense Sixties, when worried governments created BUF, it has acted as an advocate for the province's 30,000 blacks — fighting for jobs and better housing and against discrimination. Its collapse has occurred at a time when discrimination against blacks in Nova Scotia remains disturbingly high.

Wayne Adams, deputy warden of Halifax County, whose constituency includes two of Nova Scotia's largest black communities, North and East Preston, estimates that half the 3,000 blacks in his areas are unemployed. Two years ago, in the depths of the recession, the unemployment rate climbed to 60%, and it's never gone below 40%. At the root of the problem, he says, is discrimination, coupled with an education system not geared to the needs of the poor, especially in the area of guidance counselling. And the result, he says, is widespread apathy among the young.

Daye observes that Nova Scotia today has black policemen, bus drivers and waiters, but Halifax still has no black firemen. "I've been fighting that battle since 1968," he says. "The department's attitude is that there are large numbers of applicants, and hiring is done in rotation. If the women's liberation movement wanted women hired as firemen, you'd see a woman in the department before a black."

Blacks file almost half the discrimination complaints that go to the province's Human Rights Commission. The number of complaints has increased every year since the commission was set up in 1969.

There is a sinister kind of uniformity about the kinds of job and housing discrimination blacks encounter, as documented by the commission:

Blacks answer newspaper ads for jobs, and when they appear for interviews, they're told the jobs already have been filled. Subsequent calls often reveal that the jobs are, in fact, still available.

Some landlords use financial reporting agencies to screen out unwanted minorities. By using this more sophisticated form of discrimination, the landlords avoid turning prospective black tenants away at the door and risking action by the Human Rights Commission.

Recently in Halifax, a woman who processed applications of prospective tenants for a large housing company was fired when she refused to code all applications from blacks. (After the commission held a conciliation meeting, the employee, who no longer wanted to work for the company, received a letter of apology, a written reference and financial compensation. In addition, the company assured the commission it would change its conduct and

DAVID NICHOLS

Human Rights Commission director McCurdy

A complete line of quality bedroom and dining room furniture crafted in solid pine, oak or maple.

ARGYLE PINE

1588 Argyle Street
Halifax, Nova Scotia
Canada, B3J 2B3
(902) 421-1900

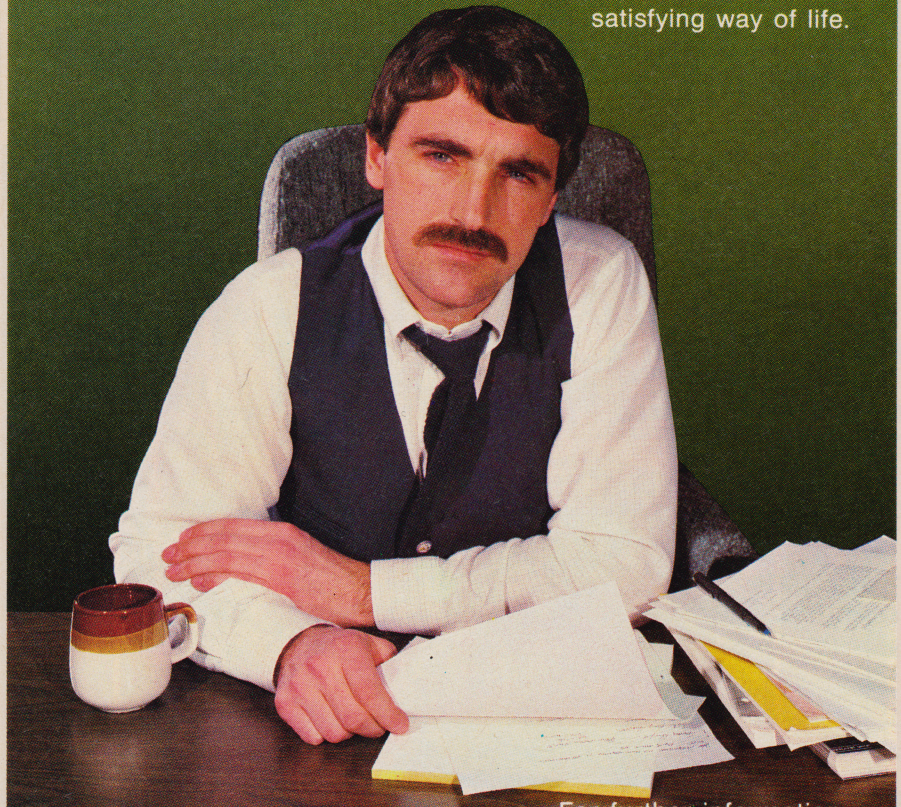
Shipments made throughout Canada and the U.S.
Call or write for our free brochure. MANUFACTURED IN NOVA SCOTIA

Did You Ever Feel That Something Was Missing?

In every business somebody has to review the alternatives. And somebody has to make the final decision. If you're that person, make sure you have all the information on incentives and assistance. Whether you are planning to re-locate, or build a new plant, or start a new business, consider Prince Edward Island.

We know a lot of places offer financial assistance to get started, but how many offer a real commitment. Not only to get started by loans and grants, but to help you develop and grow. Government is committed to industrial development. To job creation. We believe in it...we plan for it...and our programs can back up our claim. Programs that help individual businesses to locate, get started, develop products and markets, train staff, increase sales, and to prosper.

We welcome new industry...with the right combination of financial incentives...with a solid workforce...with a satisfying way of life.



For further information, please contact:
Deputy Minister, Industry Branch
P.O. Box 2000, Charlottetown
Prince Edward Island, Canada
C1A 7N8
902/892-3493
Telex: 014 44154

PRINCE EDWARD ISLAND

NOVA SCOTIA

display a Human Rights scroll in the rental office.

Commission director George McCurdy says the agency has set up a province-wide procedure for eliminating job discrimination, but there's still a long way to go.

Through affirmative action, employers, working with the commission, undertake to provide equal employment opportunities for minorities.

The program has flourished more in Nova Scotia than anywhere else in Canada since McCurdy signed the first agreement with Maritime Telegraph and Telephone in 1972. Between then and 1982, the commission managed to place more than 3,000 applicants in jobs. But only 21 affirmative action agreements were signed in that decade, mainly with large companies and institutions.

Still, McCurdy believes, it's easier for a black person to find work in Halifax than it was 10 years ago. In those days, businessman David Hill recalls, "if you were a black, you could not work in the liquor store, drive a bus, hail a cab or find a house to live in. Things were very tough. Something had to be done about employment and education."

"Nova Scotia today has black policemen, bus drivers and waiters, but Halifax still has no black firemen"

As other members of the black community observe, there's still a lot to be done. Wayne Adams, who's been an affirmative action officer with the Provincial Civil Service Commission since 1978, is annoyed with the Nova Scotia government's failure to make affirmative action a mandatory part of civil service hiring. His main frustration is with some department heads who have long-standing negative attitudes toward minorities.

Adams is one of a new breed of leaders in the black community, which is going through "a changeover period," he says. "There has been a burnout in black leaders, and a new crop of leaders must follow."

There also are signs that organizations of Nova Scotia blacks are becoming less militant and more self-confident — despite the racism they still encounter.

Clergyman and educator W. P. Oliver, who helped establish BUF, says the recent formation of a black theatre group in Halifax and the opening of a black cultural centre in Dartmouth are evidence that blacks are becoming more appreciative of their own culture. "These are things that have to develop — a lifestyle," he says. "We must regain the values of our people."

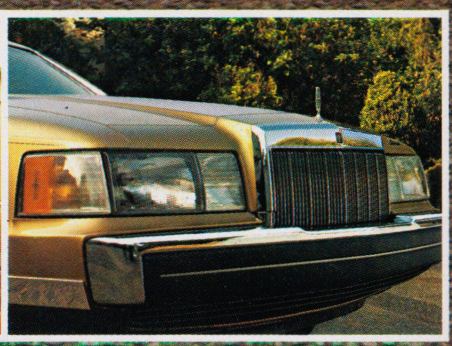
— **John Soosaar**

Beyond Luxury...

Presenting the dynamic totally new Continental Mark VII.

The single guiding philosophy is that it be as rewarding

The new Mark VII goes beyond luxury to usher in a new era of aerodynamic stateliness, fundamental integrity and functional practicality. This is an automobile that first and foremost, rewards the driver, beautifully. And therein lies the difference between a luxury car and a premium automobile. This gracefully contoured, sleek wedge shape with aerodynamically integrated headlamps and doors that curve into the roof line, actually smooths the passage of air for increased road stability and better handling. While the Mark VII moves through the air with remarkable efficiency (requiring only 10% of its horsepower to cruise at 80 KPH) it also rides on air. Its new technologically advanced electronic air suspension system senses passenger and luggage weight and compensates accordingly. The result is a reassuringly consistent level ride. Other important factors contributing to Mark VII's superb control qualities are nitrogen gas-pressurized front struts, and rear shock absorbers, rack and pinion power steering and front and rear stabilizer bars. An electronically fuel injected 5.0 litre V8 engine powers the beautiful Mark VII. Its performance is enhanced by a four speed automatic overdrive transmission and is governed by the advanced engine monitoring computer, EEC IV.



Ford continues to build the finest quality in North American luxury automobiles. And to confirm this exceptional level of quality it is now their pleasure to present one of the most preferential, comprehensive coverage plans in the industry. To be known as The Lincoln Card.

THE LINCOLN CARD OUR CONFIRMATION OF QUALITY.

Carte Lincoln Card

W. P. MARTIN

F 2ME BP 1683 ECV A8240

08-25-86 36/UNL

EXPIRATION

FOR THREE YEARS, VIRTUALLY ALL YOU'LL PAY FOR IS GASOLINE.

The Lincoln Card provides you with one of the most comprehensive owner protection programs provided by any luxury vehicle manufacturer in North America or abroad.

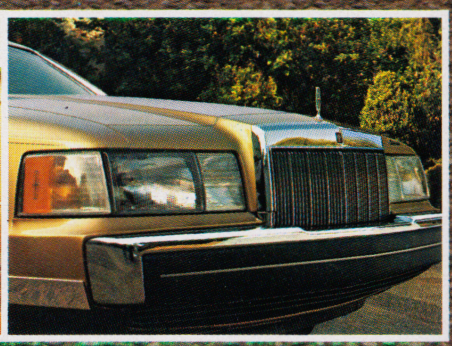
A three year unlimited mileage plan that covers all scheduled maintenance services as listed in the owner guide, replacement of items necessitated by wear and all repairs that may be necessary due to defects in materials. The Lincoln Card also includes towing and transportation assistance. Damage caused by accidents and abuse, or fluids required between scheduled maintenance intervals, tires, vehicles in daily rental, taxi or limousine service are not included in the program.

Your Lincoln dealer would be more than pleased to review with you all of the information regarding this preferential plan, to make your Lincoln driving years as pleasurable as possible. Under the program, the Lincoln Card is also transferable at no charge to those subsequent purchasers who own the vehicle within the three year period.

Presenting the dynamic totally new Continental Mark VII.

The single guiding philosophy is that it be as rewarding

The new Mark VII goes beyond luxury to usher in a new era of aerodynamic stateliness, fundamental integrity and functional practicality. This is an automobile that first and foremost, rewards the driver, beautifully. And therein lies the difference between a luxury car and a premium automobile. This gracefully contoured, sleek wedge shape with aerodynamically integrated headlamps and doors that curve into the roof line, actually smooths the passage of air for increased road stability and better handling. While the Mark VII moves through the air with remarkable efficiency (requiring only 10% of its horsepower to cruise at 80 KPH) it also rides on air. Its new technologically advanced electronic air suspension system senses passenger and luggage weight and compensates accordingly. The result is a reassuringly consistent level ride. Other important factors contributing to Mark VII's superb control qualities are nitrogen gas-pressurized front struts, and rear shock absorbers, rack and pinion power steering and front and rear stabilizer bars. An electronically fuel injected 5.0 litre V8 engine powers the beautiful Mark VII. Its performance is enhanced by a four speed automatic overdrive transmission and is governed by the advanced engine monitoring computer, EEC IV.



. The Luxurious Driver's Car.

ny behind the new Mark VII to drive as it is to ride in.

The interior of the Mark VII is a rare combination of comfort and technology. The electronic instrument panel is designed to keep you fully informed with large digital displays, while controls are strategically placed for utmost convenience. Reclining front seats are contoured for firm lateral support and are equipped with six-way power controls (optional for passenger seat). This is a total environment designed to enhance one's experience at the wheel.

The Mark VII LSC (Luxury Sport Coupe) is specially equipped for the more performance oriented. Clean and purposeful, the LSC is calibrated for close communication between the road and the driver. Its air suspension system has been re-engineered for higher handling characteristics; its rack and pinion steering has been adjusted for quick response; its axle ratio has been revised upward to complement handling and its husky steel belted black sidewall Goodyears are mounted on special cast aluminum road wheels.

Go beyond luxury and discover a completely new driving experience in four stunning models. The dynamic Continental Mark VII, Mark VII LSC, the Bill Blass and the Gianni Versace Designer Series. Unquestionably cars for the discerning driver.

...The Luxurious Driver's Car.

hy behind the new Mark VII
g to drive as it is to ride in.

The interior of the Mark VII is a rare combination of comfort and technology. The electronic instrument panel is designed to keep you fully informed with large digital displays, while controls are strategically placed for utmost convenience. Reclining front seats are contoured for firm lateral support and are equipped with six-way power controls (optional for passenger seat). This is a total environment designed to enhance one's experience at the wheel.

The Mark VII LSC (Luxury Sport Coupe) is specially equipped for the more performance oriented. Clean and purposeful, the LSC is calibrated for close communication between the road and the driver. Its air suspension system has been re-engineered for higher handling characteristics; its rack and pinion steering has been adjusted for quick response; its axle ratio has been revised upward to complement handling and its husky steel belted black sidewall Goodyears are mounted on special cast aluminum road wheels.

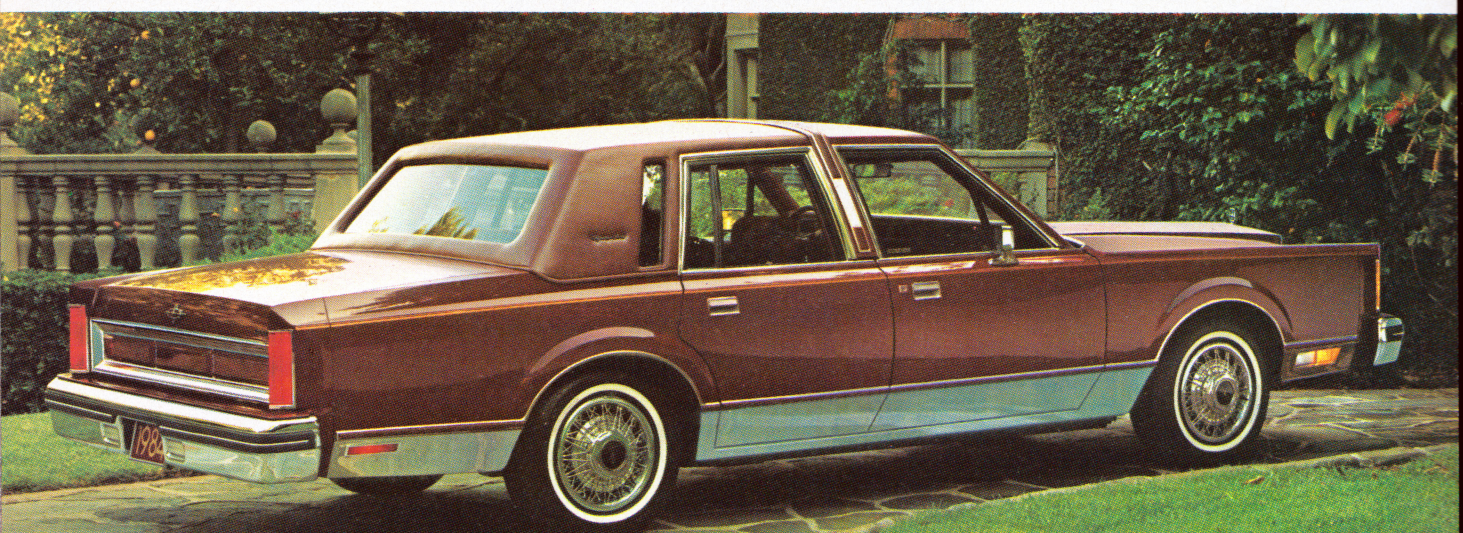
Go beyond luxury and discover a completely new driving experience in four stunning models. The dynamic Continental Mark VII, Mark VII LSC, the Bill Blass and the Gianni Versace Designer Series. Unquestionably cars for the discerning driver.

The Lincoln Legend continues with a complete range of luxurious models for your driving pleasure.

CONTINENTAL.

Beautifully balanced from every angle.

Not only does Continental for 1984 express originality, it offers new levels of technological sophistication that result in a beautiful balance of graceful form and superb functional capabilities. Its new electronically controlled air suspension provides a consistently superb combination of riding comfort and precise driver control. Its sleeker more aerodynamically shaped profile—with swept back grille and unique wrap-around headlamp treatment—has not just been sculpted for beauty—but also to enhance performance and fuel economy. On the inside, thirty-eight ounce ultra-plush carpeting and genuine walnut wood veneer trim warmly accents its traditional luxury. And as for power, there's an advanced electronically fuel injected 5.0 litre V8 with the sophisticated engine monitoring computer EEC IV. Regardless of how one chooses to look at it, Continental for 1984 is a sheer pleasure to drive and a great comfort to ride in.



LINCOLN TOWN CAR.

One of the world's most accommodating luxury automobiles.

This classic Lincoln confirms your confidence in its stately elegant manner, thoughtful appointments and dedication to complete satisfaction. The Lincoln Town Car has achieved the highest quality rating of any luxury car in North America. (Based on a survey of owner reported problems during the first 3 months of ownership of 1983 luxury cars). 1984 brings electronic fuel injection and the sophisticated engine monitoring computer EEC IV to enhance its powerful 5.0 litre V8. We've improved its responsiveness, its already high level of interior comfort and its legendary riding smoothness. All for the purpose of increasing your driving pleasure and to make the "best" even better. Enjoy a position of leadership. Behind the wheel of a new Lincoln Town Car.

The Evolution of Elegance For 1984

MARK VII MARK VII LSC CONTINENTAL LINCOLN TOWN CAR

Where have all the windmills gone?

The Island is no longer the mecca for wide-eyed enthusiasts of alternative energy. Some say that's all for the best

When Gordon MacQueen of Wood Islands, P.E.I., opened a woodstove store in Charlottetown in 1977, he called it P.E.I. Stoveworks. Since then, his business has gone through two name changes. For a while, it was Tools for Simple Living. Now, it's called MacQueen's Bicycle Shop. "The woodstove market dropped off to nothing," MacQueen says. "I have an inventory that's killing me. It's not nice to see a businessman cry on his way to the bank."

MacQueen still has a strong interest in renewable energy. His house is built to take advantage of the sun's warming rays; he heats with wood, and his electric power comes from a small wind generator. But the Island is no longer the mecca for the "small is beautiful" types who flocked there in the Seventies. For various political and economic reasons, it has lost the international reputation it once had as *the* place for experiments in obtaining energy from the sun, the wind and the forests.

That reputation sprang partly from the gospel according to two of the Island's most influential citizens in the early Seventies, the then Liberal premier, Alex Campbell, and his principal secretary, Andrew Wells. "The premier had a vision of a self-sufficient Island," says energy consultant Dennis Edell. "He was able to make it very visible, and it appealed to a lot of people."

One of his achievements was to secure from the feds $3 million for renewable energy research and demonstration on the Island. To administer these funds, Wells formed the non-profit Institute of Man and Resources (IMR) and gave himself the job of executive director. In its heyday, it employed about 30 people; ran projects that experimented with such energy systems as solar, waste-wood burning and wind power; and administered the Ark, a combination of home — greenhouse — fish hatchery, established in 1976 by the U.S.-based New Alchemy Institute.

At about the same time, many small companies sprang up to design and build solar greenhouses and test woodstoves and wind machines. It was a time of optimism, enthusiasm and, as Wells now says, naiveté. "There was a certain sense of a faddish approach," he says. "Word got around that there was some official encouragement on the Island, and people gravitated here."

Among them was University of P.E.I. president Peter Meinke, who arrived in 1978. A physicist with a strong interest in renewable energy, Meinke had travelled around the world the year before, looking at the technologies of various countries. He decided to move to the Island, he says, because of its leading edge in the renewable energy field. "I had heard Alex Campbell and Andy Wells speak about what was going on in the Island," he says. "There was quite a bit of interest worldwide at the time. You just have to look at any of the books and articles written about renewable technology right around the world and the number of people who came here from all over the world."

It was a decade in which many North Americans were shaken by the pricing policies of the Organization of Petroleum Exporting Companies (OPEC), and by a growing awareness of the horrors of pollution.

> ***" 'There are some technologies that make sense for the Island, such as conservation and waste wood for heating. . . . In the long term they have potential impact. They're going to last' "***

"We knew the Island lacked the conventional resources other than the land, the sea and the people," Wells says. "As oil prices went up, it was felt P.E.I. should move in certain directions."

But when oil prices stabilized and energy conservation programs succeeded across North America, renewable energy suffered a setback. Solar, wind and wood systems, many of them awkward and inconvenient, others expensive, gradually lost their charm for many people.

In 1978, the Conservatives, under Angus MacLean, came to power. Wells, a well-known Liberal, was suddenly out of favor. He says the Tory government paid only about 15% of the province's share in the federal-provincial agreement that had been funding IMR. That soured the feds, he says, and funding dried up. (Norman Hall, director of the Summerside office of the federal Department of Energy, Mines and Resources, says, however, that the province did live up to its side of the bargain. But Ottawa decided to fund projects directly, and felt it was fairer to make federal money available to private consulting firms rather than channelling it solely through IMR.)

Wells subsequently formed a private consulting firm, composed partly of the old IMR staff. "The general view and outlook of the government and the public is that there's no [energy] crisis," he says. "That kind of attitude has put a crimp into the renewable energy scene." In addition, he says, the novelty of alternative energy has worn off, "and some people are really only interested in novel things."

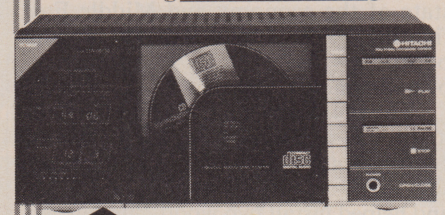
Meinke says it's "tragic" that the Island has lost its leadership role in renewable energy. A former chairman of the board of IMR, he blames lack of funds caused by deteriorating federal-provincial relationships. Projects such as the Ark, where the staff was laid off in June, 1981, were the first casualties of the federal-provincial wars, he says. "I think it was a major shame that so much has been lost through what is really a battle over jurisdiction." Meinke also believes that other worries, such as the general state of the economy and Middle East fighting, have succeeded the oil crisis in people's minds. "People are overwhelmed."

The provincial government maintains it still has a commitment to alternative energy. For example, one of its agencies, the P.E.I. Energy Corp., has funded and helped install two wood-chip burners in Montague, one in the hospital and one in the junior high school. The corporation also owns a garbage burning plant that provides steam heat for the Queen Elizabeth Hospital in Charlottetown.

Rob Brandon, a partner in the Charlottetown consulting firm Island Energy Associates, sees benefits in the fact that the early enthusiasm has died down. "A lot of that stuff was unproductive," he says. "There were a lot of words and a lot of fairly wild ideas. Things have gone beyond that." He believes the solid technical work now going on is bearing fruit. "There are some technologies that make sense for the Island, such as conservation and waste wood for heating. There are serious, long-term research goals to be achieved. I'm much happier with those types of programs. In the long term, they have potential impact. They're going to last."

And Norman Hall contends that there's actually more interest now in renewable energy on P.E.I. than there was in the mid-Seventies. "People realize that the technology is here to stay. It's a part of life now." Without the groundwork of testing and developing, some of it done on the Island, the technology wouldn't be available, he says. "We should be happy a lot of it was done here."

—Susan Mahoney

Wacky Wheatley's
SOUND SENSATION PREMIERE
Hitachi invites you to come in today. And experience the beginning of a new era in audio science.
Flawless concert reproduction. Up to 79 minutes of beautiful, uninterrupted music on a single side. The ultimate in playback versatility. You get it all with the revolutionary new compact digital disc audio players, available *now* at Hitachi. Come in and hear how a remarkable laser pickup "reads" a perfectly smooth, protected disc surface. To give you music that sounds as pure and as clean as when the original artist first recorded it.
COMPACT disc DIGITAL AUDIO
HITACHI
SCIENCE FOR THE SENSES

DA-1000 (Dimensions WxHxD 320x145x234mm)
A miracle of Hitachi science that delivers an incredible dynamic range of over 93 dB and lets you programme up to 15 selections in any sequence, automatically.
All the state-of-the-art performance features, plus Hitachi's convenient front-loading system, in standard component size.
DA-800 (Dimensions WxHxD 435x110x264mm)

Discover the sound of tomorrow for as little as
$999.00
and receive at NO ADDITIONAL CHARGE, your choice of any Compact Digital Disc Album in Wacky's library.
WACKY WHEATLEY'S
- MONCTON
- ST. JOHN
- FREDERICTON
- CHARLOTTETOWN
- ST. JOHN'S
- DARTMOUTH
- BEDFORD

It's the old park battle-again

Government officials want to create one of Canada's first marine parks at the mouth of the Passamaquoddy Bay. Fishermen say they'll fight it "all the way down the line"

Fishermen have known for centuries about the riches hidden beneath the rip tides and whirlpools that separate the rugged islands of Passamaquoddy Bay, a notch in the north shore of the Bay of Fundy where New Brunswick meets Maine, where F.D.R. caught polio after a chill swim at his summer home on Campobello Island, and where the elegant Algonquin Hotel recalls a more relaxed era of resort vacations.

More recently, scuba divers have discovered that the same wealth of underwater life makes for some of the most spectacular diving in North America. They compare the area favorably with the considerably warmer coral reefs of the Caribbean's Cayman Islands.

Now, Parks Canada and the N.B. Department of Tourism have proposed that about 40 islands, several dozen coves and harbors and three main channels, all in a 250-square-mile area at the mouth of Passamaquoddy Bay, become one of Canada's first marine national parks.

The idea could provide some control over the growing tourist traffic to the West Isles, and an alternative to their uncertain sardine-based economy. But not all the 900 residents are anxious to trade their relaxed and unfettered lifestyle for the constraints of life under a Parks Canada administration. Parks Canada has reasons of its own to move cautiously; it's still smarting from its inept handling of its last venture in New Brunswick, Kouchibouguac Park on the province's North Shore.

The attractions of the West Isles are indisputable. The islands' rocky loveliness is home to a wide variety of wild birds, from terns and ospreys to bald eagles. Seals frequent the rugged coves. Pods of porpoises and occasional families of right and fin whales visit the channels between the islands.

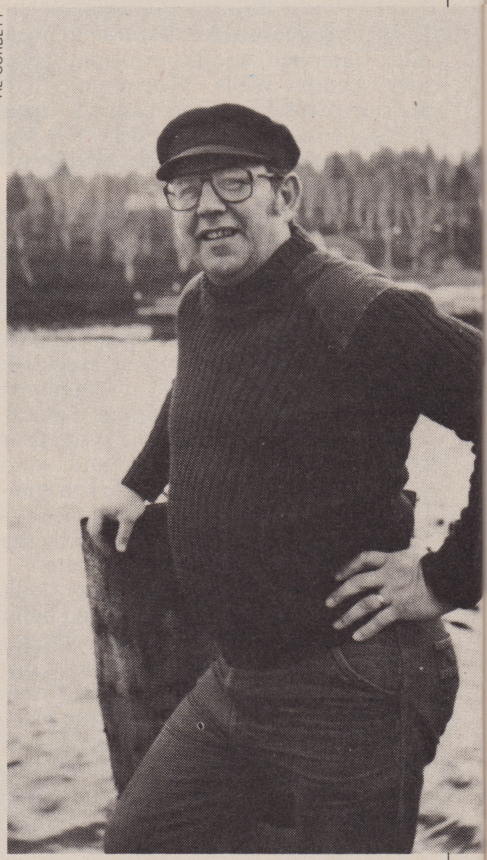
Underwater, rhapsodizes one diver, "I can show you blood-red anemones and lavender starfish. Incredible colors and an incredible diversity of species."

The area is also the site of several of the region's oldest archeological records of Indian settlements. The local nomenclature, which includes such gems as Old Sow Whirlpool and Chocolate Cove, reflects a more recent history of settlement and trade under sail that is perhaps even more interesting. The Isles' treacherous fogs and rip tides have left the coastlines dotted with wrecks.

Features like those encouraged Parks Canada to focus on the West Isles during a 1978 search of 28 marine areas in all three Canadian oceans for potential sites for a marine park. Later, the federal agency and the provincial Department of Tourism cooperated in a pilot study to sketch what Parks Canada calls its West Isles National Park "concept." Finally, last fall, the provincial and federal governments announced another step toward turning the area into a full-fledged national park. A two-stage feasibility study, to include public hearings later this year in communities affected by the proposal, will deliver a final report in early 1985.

The park's boundaries, as mapped out in Parks Canada's report, would take in more than three dozen smaller islands, as well as much of the shoreline of two islands with year-round communities, Deer I. and Campobello I. The report envisages the government buying some properties for campgrounds, interpretive centres and administration, but does not predict large-scale expropriations, or forcing residents of the islands' dozen or so hamlets out of their homes.

AL CORBETT



Kozak of the Fundy Weir Association

"Let's get one thing straight," Scot Jennings of N.B. Tourism says, a defensive edge entering his voice. "This park is by no means a certainty. There is a great deal of potential good in this project. There is probably going to be some cost, in terms of lifestyle [for island residents]. There are no free lunches."

But there could also be a steady traffic in park-goers looking for a place to buy lunch, not to mention ice, insect-repellent and camp stove fuel. That prospect excites the area's small business community, concentrated, like the rest of the population, on Deer Island.

"We see it as a means of providing work," says Audrey Cline, president of the Deer Island Chamber of Commerce. Virtually the only industry on the island now is an aging sardine packing plant, the subject of recurrent rumors of closure.

One group, however, is adamantly opposed to the entire idea: The more than 80 licensed weir fishermen whose traditional fish traps catch the sardines packed at the Deer Island cannery. The fishermen fear that increased tourist traffic, and the intrusive regulation of Parks Canada bureaucrats, will play havoc with their livelihoods.

"They'll fight it all the way down the line," warns Walter Kozak, spokesman for the Fundy Weir Association.

Parks Canada has offered to relax its rigid stand on protecting natural resources inside park limits against harvesting. But Kozak says Parks Canada's total proposal has more to say about how the fishery can adapt to the needs of the park than about the ways the park could adapt to the fishery.

The fishermen have considerable support among islanders, many of whom work weirs with cousins or brothers. "People around here live by fishing," says Deer Islander Brian Mitchell. "I can't see it going through if they were to put it to a vote."

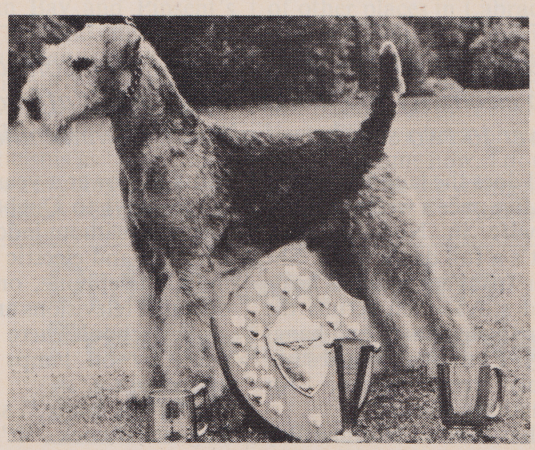
In fact, the province has told Parks Canada it will not approve the park concept unless the Isles' commercial fishery is protected.

Parks Canada would rather not impose its vision on a reluctant community. It's still waging a continuing battle in the courts over its actions in establishing Kouchibouguac Park more than a decade ago — a decade of violent confrontations with displaced landowners who have overturned and burned an RCMP patrol car, shattered windows in a park administration building, and fired rifle shots through occupied camp areas.

No one wants that to happen at the opposite corner of the province. Parks Canada says it can work out a compromise with the fishermen. And even Kozak admits that his tough stand is partly a posture from which to open negotiations.

Still, the process of compromise is likely to be a slow one. And at the earliest, the National Park signs are unlikely to go up on the West Isles before 1988, 10 years after the area first came to the attention of Parks Canada. — **Chris Wood**

F. L. MAYNE
Westmayne Kennels
26 Years Breeding & Stripping Terriers
Airdale and Fox Terriers (Wire)



Long life, no shedding
at home, office or cottage.
Loves travel.
Call or write: General Delivery Westchester,
Nova Scotia B0M 2A0 548-2666

THE INTERLUDE
Fashion Boutique

Complete Salon Services

- HAIR DESIGN
- Manicures
- The Complete Aesthetic Facial
- Nail Repair & Extension Services
- MAKEUP
- Electrolysis Treatments
- Paraffin Treatments
- Wax Depilation
- Pedicure
- COLOR IS MAGIC
  Find out the colors that are great for you, using the season concept, complete with your make up.
- TANNING IN OUR SUN SPA

Complete line of cosmetics by Ellen Betrix, Redken, Dr. Renaud

469-2700
58 Ochterloney St.
Dartmouth. N.S.

Power to spare (but not for Pinsent's Arm)

The Newfoundland government, locked into a contract to sell cheap electricity to Quebec, says it can't afford to provide power to two southern Labrador communities

Katie Ward does the laundry for her family of five once a week, and, for a housewife in Norman Bay, Labrador, that's a full day's work. She hauls the water from a pond and heats it over a wood stove, then scrubs the clothes on a corrugated board and hangs them out to dry. Even then, Ward says, the clothes only freeze instead, "for days, and sometimes weeks."

Ward, 28, has lived in Norman Bay all her life — and without electricity. The 60-member settlement and the similar-sized Pinsent's Arm, about 32 km away, are the last two communities on the southern coast of Labrador without power.

Although they're located approximately 600 km from Labrador's gigantic hydroelectric plant, Churchill Falls, which produces about 5.2 million kilowatts of power a year and sells most of it (cheaply) to Quebec, the two settlements go without indoor plumbing, electric heat and electric lights. Each has a mobile telephone, one or two battery-operated televisions and a one-room, all-grades school where about 40 students work by oil lamps on dark, winter afternoons.

"It's a crime," says Liberal MHA Eugene Hiscock. "It's the 18th century, a step back in time." Hiscock and another Liberal MHA from Labrador, Garfield Warren, have been trying to persuade the Newfoundland government to set up diesel-fuelled generators in the communities, or, in the case of Pinsent's Arm, build a power line overland from the nearest plant, 24 km away in the Labrador village of Charlottetown. The communities themselves have petitioned the government, describing the difficulty constructing buildings without power tools, and doing paper work or reading by kerosene lamplight. Their major concern, however, is preserving food properly. Though the residents — mainly fishermen and their families — can rely on fresh game and fish in summer, they must salt or bottle their meat to preserve it for winter. A few families have small diesel generators to run refrigerators, but there are no deep freezes. All fresh goods shipped to the villages in the fall must be consumed at once. "For us, the danger to health from consumption of goods which are not properly refrigerated is a serious concern," one Norman Bay petitioner wrote the government. "During those periods when we cannot reach Charlottetown [the nearest major supplier] by boat or Ski-Doo, our diet is limited to salted food and to those not needing refrigeration."

The area public health nurse, Andrea Boyd, says the absence of electricity makes it nearly impossible to maintain proper health standards, and she's particularly worried about conditions in the two schools. "The sanitary conditions in the town of Norman Bay have been a major area of concern for me," she wrote Hiscock, "...the addition of a generator which could run a jet pump and electric washing machines would not

Welcome Wagon isn't just for movers. For over 50 years Welcome Wagon hostesses have been making visits on movers in most areas in Canada. But that's not all we do! We have parties for engaged women, baby programs, student programs, business-professional programs and even executive-welcome programs. If you want to take advantage of any of these services, if you know someone who does or if you are a businessman desiring representation, contact your nearest Welcome Wagon representative.

New Brunswick and Prince Edward Island (506) 382-3257

Newfoundland (709) 753-3610

Nova Scotia (902) 455-4301

only improve conditions in the school, but also in the homes, enabling us to get to the root of the problem. Proper lighting in the school would eliminate another problem — that of eye strain. Oil lamps are of little benefit on dark days, and even at night, are of little help except when working close to the lamp." Hiscock says the single-exit school houses, heated by oil stoves in the centre of the room, are fire traps, and that the lack of electric power means the four teachers can't use modern teaching aids to keep students interested. "How do you expect kids to have a chance at life when they must study by oil lamp? It's a strain on them and it's discouraging."

Hiscock has been fighting for generators for the communities since he was elected in 1979, but Energy Minister William Marshall says the province simply can't afford to build them. "I'd like them to tell us where we can get the money for it. The truth is, the province is going through very difficult times. The cost would be quite high and that makes it unfeasible and hard to justify."

Newfoundland Hydro chairman Vic Young estimates that building the generators would cost $240,000 per community, with operating costs running at about $100,000 a year. Only about $10,000 would be recovered as power fees from each of the settlements. (The government last year alone spent $20 million in diesel subsidies to 40 rural districts in Labrador not connected to the main Hydro grid, Young says.) Stringing a power line overland from Charlottetown to Pinsent's Arm would cost $1 million. But besides the prohibitive costs, the tiny size of the communities disqualifies them from getting electrical service. Newfoundland Hydro's policy requires settlements to have at least 15 residential power hookups to qualify for a generator; Pinsent's Arm has 12, and the potential hookups at the school, fish plant (now run by small generator) and work sheds don't count. But Young says the policy is flexible, and that if they could build the line at a reasonable cost, they'd do it.

On the other hand, having the minimum number of families is no guarantee the province will supply the generators. "They have two things against them," Young says, "the number and the cost. It's no guarantee, but their argument would be greatly enhanced if the numbers fit the policy. But it is very much the individual situation we look at."

The government says it would supply the two communities if the province were getting its fair share from the Churchill Falls hydro agreement with Quebec. The 1969 contract bound Newfoundland in 1976 to selling electricity from the plant for .3 cents per kilowatt hour for 65 years. "It's ironic," Marshall says, "that we are unable to provide power to them because of costs, yet here we are with all this power that we can't give them and which other people are profiting from."

Hiscock insists the province *can* afford the generators, and Warren sees its refusal to provide them as "another indication of this government's attitude to the people of Labrador." Both members argue that the government has its priorities backward in not providing a basic service to Norman Bay and Pinsent's Arm, yet building arts and culture centres across Newfoundland, operating a government lodge in northern Labrador, and supplying power to summer cabins located outside St. John's. Marshall dismisses their criticisms as "something anyone in opposition is going to say. It's just the kind of shallow representation they give to things from time to time."

Hiscock says the people in Pinsent's Arm and Norman Bay realize that in choosing to live in remote communities, they must do without some comforts. But they do feel they are entitled to basic services. "Life's hard all right," says 61-year-old Stanley Campbell. "It seems like we're not up to the standards now of other places in Labrador. I don't see why we wouldn't deserve it; we're all flesh and blood." But Campbell, a fisherman and boatbuilder who's lived in Pinsent's Arm for 30 years, is skeptical. "We've been promised electricity for a long time now. I don't think I'll see it, but maybe the younger ones might see something." —**Rachelle Henderson**

Dr.L.A.Goodridge Pre-Medical Scholarships $4,000

MOUNT ALLISON UNIVERSITY announces that the first Dr. L. A. Goodridge Scholarships will be awarded for the 1984-85 academic year.

In his will, the late Dr. Goodridge, of Moncton, New Brunswick, established a trust fund of more than $1.7 million, the income from which is to be used to provide assistance to students "in studies leading to medicine."

The Goodridge Scholarships, valued from $2,000 to $4,000, renewable annually at variable amounts, will be awarded on the basis of academic achievement, demonstrated interest in pursuing a pre-med curriculum and financial need. In certain cases, these Scholarships may be continued from Mount Allison through years of study at a recognized Canadian School of medicine. The Goodridge Scholarships will supplement an already generous financial aid programme at Mount Allison which ensures that no academically qualified student need go unaided.

MOUNT ALLISON, established in 1839, is one of Canada's outstanding undergraduate universities. A private, personal and co-educational learning environment located at the geographical centre of the Maritime Provinces, Mount Allison offers degrees and programmes in Arts, Science, Commerce, Music, Fine Arts, Education, Engineering, Secretarial Studies, Canadian Studies and Computer Science.

With registration limited to 1600 students, admission is highly selective. The low student-faculty ratio (11-1), the extensive holdings of the Library (400,000 volumes), the total emphasis on undergraduate study and research, superior teaching and the unique residential environment have combined to produce remarkable results. For example, 40 Rhodes Scholars have graduated from Mount Allison since 1900, the highest number, per-capita, of any Canadian university. There is also an extraordinary record of Rotary International Fellowship winners, including 3 in 1983.

For Dr. L.A. Goodridge Scholarship applications or other general information about admission to Mount Allison, please write Director of Admissions:

Mount Allison University

Box 100 I, Sackville,
New Brunswick, Canada E0A 3C0

Czar of the Newfoundland Symphony

Playing in Charles Bornstein's orchestra isn't easy. He demands perfection. He also gets results

Unless you're talking about music, it's hard to make conversation with Charles Zachary Bornstein. The flamboyant, young conductor of the Newfoundland Symphony Orchestra lives and breathes the works of the great composers. Nothing else interests him. "What can thrill you in life after a Beethoven Ninth, after hours of being involved in this genius' brain?" Bornstein asks. "Talking about politics, football or anything else is like to death to me."

That all-consuming passion for music is the driving force behind the mostly volunteer group of housewives, businessmen and students in the Newfoundland Symphony. Every Tuesday and Sunday nights, rain or shine, they loyally load up their instruments and head for Queen's College hall in St. John's for what is often a gruelling rehearsal.

The 32-year-old conductor, a native of Buffalo, N.Y., demands perfection. A wrong note, a heavy hand or a wandering eye can bring the rehearsal to a halt. "I have to be autocratic when I'm conducting," Bornstein says. "If friendship enters into it, they won't play as well."

By the end of the evening, the 60 or so orchestra members are leaning on their instruments for support. Bornstein, drenched in sweat, is changing into his third shirt. But nobody complains.

"Musically, we all respect Charles," says cellist Duane Starcher, adding that in just over a year Bornstein has transformed the fledgling orchestra into a community show-piece. Seats in the main hall at the Arts and Culture Centre are in such demand this year that concerts have to be repeated, something almost unheard of for a regional orchestra in Canada.

"If you can make an orchestra come alive, then you have a revolution in the best sense of the word," Bornstein says. "The musicians will play to their greatest."

That's not the only secret of Bornstein's success, of course. He's also an experienced musician and composer. In high school, he performed as a piano soloist with the Buffalo Philharmonic and later studied conducting and composition at the Juilliard School in New York, at the Salzburg Mozarteum and the Vienna Academy of Music. At 21, he was assistant conductor to the great maestro Leopold Stokowski. By age 28, he had written a symphony, the second movement of which was performed by the American Symphony Orchestra at Carnegie Hall in 1980. His latest composition, "Sandburg Songs," was given its première by the Newfoundland Symphony Orchestra last year. Bornstein moved to St. John's in September, 1982, for personal and career reasons. He's married to a Canadian, and, as a young conductor, he wanted feedback from his musicians, something conductors rarely receive in the large, unionized American orchestras, he says. "Militant orchestras do everything begrudgingly, and they don't make the best music," he complains. "They put on a good performance but not a great one because they don't have the love."

Bornstein found that love in Newfoundland. The orchestra is so responsive, a wrong beat by the conductor in a complicated passage will throw everybody off. The musicians take their cue from the slightest change in his arm movements. In effect, Bornstein's gestures become the music.

But great performances aren't made by conductors alone. What a conductor doesn't do can be just as important, he says. "If you let the musicians be creative and don't give them such a clear beat in the expressive passages, they will sense that you have yielded and play better. The communication has to come from both sides."

Bornstein's job is to be both teacher and conductor. The biggest improvement he's made is in the string section. Every section of the bow has a different sound; by changing the way the string players stroke, he feels, he's unified the strings and enriched the orchestra's sound.

He's also changed the orchestra's programming. Under his predecessor, the Symphony tackled one major work a year in a six-concert season. Bornstein believes no composition is too difficult for his orchestra. This year's repertoire includes. Shostakovich's Tenth Symphony, Bruckner's Fifth Symphony and Beethoven's Ninth, which will be performed with a 200-voice choir.

For the musicians, many of whom have full-time jobs, the workload is heavy. Percussionist Don Wherry, who used to play with the Toronto Symphony, says, "Some of the musicians are in over their heads, especially the younger ones, and it's unfair for Charles to push them so hard."

Bornstein shrugs off the criticism. "If there's one thing I have learned in Newfoundland, it's to never underestimate your orchestra or your audience." The appreciative St. John's crowds, packing the hall and sometimes applauding between movements, seem to agree.

For Bornstein, Newfoundland has become a musical home. "The only other places in the world where symphony orchestras are held in such high esteem by the community are Vienna and Berlin," he says. "What more could I ask for?" —**Bonnie Woodworth**

ROBERT NELSON

Bornstein: "I have to be autocratic when I'm conducting"

There's Vodka and then there's Smirnoff.

For the family Smirnoff, their vodka had to be better than any other. That meant making it smoother than any other.

Made from the finest grains and filtered nine times, its incomparable smoothness became the hallmark of Smirnoff vodka.

Today, more than 150 years later, the recipe remains unchanged.

A great tradition for over 150 years.

Helping fragile babies beat all the odds

The amazing Grace

The Maritimes' main referral centre for high-risk pregnancies is considered one of the best hospitals in the world. Here's why

By Rachelle Henderson

Ethel Brine lay exhausted and depressed in a fourth-flour recovery room of Halifax's Grace Maternity Hospital. She had been in and out of labor for four days — triggered, she thought, by a slip on the ice outside her home — and had finally given birth to her son, Dougie, about five hours after rushing to hospital at 6 a.m. that day in March, 1982. The delivery had been agony. Her husband, Doug, had not been able to make it to the hospital, and she was not permitted to even hold her baby before he was swept away to the intensive care nursery.

As she wondered what had gone wrong, a nurse arrived in the room with a Polaroid print, Ethel's first glimpse of her son. The picture horrified her. An orangey-brown runt of a baby lay on his back in an incubator, electrodes taped to his wrists and ankles, his tiny ribs poking through translucent skin. A shrivelled old man, Ethel thought. The nurse suggested she visit the baby in the nursery, but she refused. She didn't want to grow attached to him. "I figured that if something was going to go wrong, it would go wrong within 72 hours, and I didn't want to get close, you know?"

A lot could go wrong. Dougie was born just 27 weeks after conception, or about three months early. That's no record at the Grace, where Judy Benoit of Halifax, weighing 595 g (less than 1 1/2 pounds), arrived in 1979 at 23 weeks, two days — and survived. As the referral centre for high-risk pregnancies for Nova Scotia, P.E.I. and parts of New Brunswick, the Grace handles many delicate infants. About one-fifth of the 5,000 babies born every year at the Salvation Army-owned hospital need special care. And the Grace is renowned for its care — for babies and mothers alike. Dr. Robert Usher, physician in charge of neonatology at Montreal's Royal Victoria Hospital, calls it "one of the best hospitals in the world." The only independent maternity unit in Canada, the Grace has one of the lowest perinatal (babies up to seven days' old) mortality rates in Canada — about seven deaths for every 1,000 babies born weighing 1,000 g (more than two pounds).

About 5,000 babies are born each year at the Grace

But at just 460 g, Dougie Brine was exceptionally small, so small that only eight teaspoons of blood poured through his foot-long body. Because his organs were critically underdeveloped, almost nothing worked properly. He didn't breathe when he was born, not just because his lungs were so tiny, but because his brain wasn't sending them signals. He was also unable to digest food. If Dougie survived, that would set a record for the Grace, and possibly for Canada. In Quebec, for instance, where the 1980-81 birth rate was almost eight times higher than Nova Scotia's, the two smallest babies to survive were still 80-120 g heavier than Dougie, Usher says. Dougie's chances seemed slight.

The next day, a Salvation Army minister persuaded Ethel to go see the baby. He was going to be baptized. "She was so good," the 33-year-old mother recalls, "she sort of inspired me. But when I saw the baby, I couldn't believe it. I just saw this tiny body laying there and said to

myself, 'He's not going to make it.' "

The doctors weren't promising much, either. Though advances in care for premature and underweight babies save newborns considered hopeless just 10 years ago, the neonatal specialists knew the complications that come with infants as small as Dougie are almost always fatal. Of 27 babies weighing from 500 g to 749 g born at the Grace from 1978-80, 25 died.

But Dougie hung on and "broke all the rules," says Dr. Alexander Allen, head of the neonatal pediatrics department at the Grace. Hospital staff generally give basic support — incubator care, heart monitoring — to babies of less than 500 g, but, because such underweight newborns are expected to die regardless of care, more heroic treatment is withheld to spare them unnecessary pain. "We had to weigh all the risks and the benefits," Allen explains, "but as soon as Dougie told us he wanted to live, we went all out."

Dougie is now reaching the "terrible twos" stage, as his mother calls it. He's an impish, blond-haired, blue-eyed toddler who's constantly tearing things out of cupboards and climbing furniture — "a real handful," Ethel says, laughing. But she's grateful to the Grace, and swears Dougie is worth the agonizing hours spent worrying about and watching him during his three-month stay in intensive care. In 1967, the Grace became one of the first hospitals in Canada to allow parents of sick and premature infants to touch and often hold their babies in the special care unit. "I could sit there all day and night, if I wanted," Ethel says. "And I think I actually was there all the time. They were sick of me." In fact, even grandparents and brothers and sisters of sick babies can arrange to visit the intensive care nursery.

The Grace has always been a step ahead in obstetrical medicine. In 1928, under chief of staff Dr. H.B. Atlee, the hospital introduced "early rising" for new mothers. Until then, mothers were kept in bed for about a week after delivery, and returned home enfeebled. Now, they have to get up and exercise the day after their baby's birth. The

PHOTOS BY DAVID NICHOLS

Ethel and Dougie Brine: He's a "real handful" now

Allen: "We had to weigh all the risks and benefits"

hospital also promoted natural childbirth before it was fashionable. At one time, mothers were so heavily doped with opiates and barbiturates, says former chief of staff Dr. Carl Tupper, "they didn't have any pain, but they didn't know they'd even had a baby, either."

In 1971, the hospital launched a "family-centred" program that encourages fathers to attend pre-natal classes and coach mothers in the delivery room. It also lets mothers keep their babies in their rooms during the hospital stay. There's no more standing outside nursery windows, staring vainly at quarantined infants. "Before, fathers were afraid of their babies," says Brenda Clements, parent educator at the Grace. "We were partly responsible for that because we always told them, 'You can't touch your baby, you'll give him germs.' That sort of thing. Now we want them involved from step one. We're moving away from keeping mother, father and baby apart." Tupper says it's now unusual for a father not to attend the delivery. If he can't, or won't, mothers may choose anyone they like to be with them for the birth. And, since 1980, this has included caesarean deliveries. "We don't push this type of thing down anybody's throat," says chief of staff Dr. Leo Peddle. "But on the other hand, if something's going to enhance their experience, why not let them do it?"

Education is a major part of the Grace's family-centred care. Besides pre-natal courses, nurses, nutritionists and social workers regularly hold classes on everything from breastfeeding and post partum exercise to bathing and taking a baby home. They also try to give as much bedside instruction as possible to mothers who can't make the classes, Clements says. And parents appreciate all this care. One new dad jokes that he and his wife want to have another baby, "just to go back to the Grace."

The atmosphere at the hospital, despite the few tragedies, is contagiously cheerful. "This is an upbeat place," says Carol Doherty, senior medical technologist. "Life starts here, whereas most hospitals deal with death."

Still, many staff are frustrated and disgusted by physical conditions at the Grace. The Salvation Army built the hospital in 1922 on Dalhousie University property in return for letting the medical school train its students in obstetrics and neonatal care there. (The Salvation Army had run a maternity hospital and rescue home for "fallen" women — now a home for unmarried mothers — in an old school on Tower Road since 1906.) Today more than 900 medical, nursing and paramedical students pass through the hospital every year.

And in 1975, after the Halifax Infirmary closed its maternity ward, the Grace absorbed that extra share of the area's maternity cases, its deliveries eventually swelling to the present 5,000-plus

every year.

But the Grace is designed to handle only the number of babies — about 3,300 — it was dealing with in 1962, the last time the three-storey building was expanded. On top of that, the hospital now houses a fertility clinic and the Reproductive Care Centre of Nova Scotia, an educational and standards-setting service that makes the Grace a flagship to the 37 hospitals in the province that deliver babies. "We're strained to the seams," Tupper warns, "and if we don't move and do something soon, we're bound to have problems in spite of our safety record." Neonatologist Allen says the special care unit, for instance, needs more advanced equipment but that there's no space for it anyway. As it is, mothers breastfeeding sick infants, or parents spending time with dying babies, have no privacy in the cramped nursery. And in the laboratory, which tests blood samples and does other sensitive diagnostic work, chief medical technologist George Poitras says the lack of air conditioning affects the performance of the modern equipment the lab already has. "Not having air control causes instrument problems," he says. "It doesn't matter how sophisticated a piece of equipment is if you stick it in an oven."

The Grace had been planning to move into the $120-million Camp Hill complex that was also to hold a new Infirmary and veterans' hospital. In 1982, however, high construction costs forced the province to postpone the project. The hospital pulled out of the arrangement, and is now considering building a new $30-$35 million Grace on a site beside the Izaak Walton Killam Hospital for Children, to be 80% financed by the province. The Grace is now waiting for the city to approve hospital use for the land. In the meantime, the provincial Department of Health has agreed to pay $50,000 for planning the new facility, which it expects to be complete in 1988-89. The Grace is also planning an ambitious fund-raising drive for this year.

The government isn't concerned the delay will cause problems. "Their volume isn't increasing," reasons deputy Health minister Dr. Harris Miller, "so providing the roof is kept on and a few other things, there's no reason they can't keep on for another three or four years." But Allen suggests morale at the Grace might drop if the department "doesn't show it is at least responsive and understands the problem." More important is that the public not lose confidence in the hospital's ability to provide quality care. "There has to be a balance struck between publicizing the problem and scaring people off," he says.

Ethel Brine, for one, is convinced her baby got the best care possible, despite the Grace's inelegance. And having delivered a daughter 14 years ago at the Halifax Infirmary, Ethel says she found the Grace to be "less scary, more relaxing."

To Tupper, the reason is simple: "In maternity wards in most general hospitals, you can't visit about anytime you want, and you wouldn't have fathers and children running around the corridors. We try to make this hospital just like home."

Saving underweight babies

The object is survival — with a healthy brain

Once neonatal specialists decide to go all out to save an unusually small or premature baby, the goal is intact survival — survival with a healthy brain. First, doctors must ensure enough oxygen reaches the baby's brain to prevent damage. Many of these infants suffer from respiratory distress syndrome, or stiff lungs, and must be placed on respirators. Dougie Brine did not. His lungs worked, but his brain often forgot to cue them. To remind him to breathe, staff devised a crude but effective method with a rubber surgical glove. They attached the glove to a respirator and wedged it under Dougie's back. As the respirator inflated and deflated the glove, it stimulated his lungs. Besides this, nurses gave him caffeine to prompt his breathing, and stuffed small, white prongs in his nostrils. Moist air flowed through tubes attached to these prongs which kept up a "continuous positive pressure," to keep his lungs open.

Neonatologists have several methods of detecting just how much oxygen is making it to the brain. In one, used for the first week of life, doctors attach a catheter to the baby's umbilical artery. This catheter performs three tasks: It takes blood samples, and it measures blood pressure and oxygen content. After a week, however, blood stops flowing through the umbilical artery. In Dougie's case, neonatal staff had to switch to a less reliable way of detecting and maintaining a sufficient oxygen supply to the brain. They simply turned up and down the oxygen flow to the baby in the incubator, balancing between turning him pink and blue. Too much oxygen turns infants pink and causes blindness by scarring the retina. Too little oxygen (blue baby) causes brain damage. The Grace recently bought some considerably more sophisticated equipment — three transcutaneous oxygen monitors that detect blood oxygen through electrodes placed on the skin — but staff were not fully trained on them when Dougie was born. They are using two of the machines now.

The hospital laboratory takes four to six blood samples from these infants every day to measure sugar, electrolytes and possible infection. These samples require about 1/2 cc (1/10 teaspoon) of blood — a large enough amount considering Dougie had only 40 cc to begin with. (At one point, he needed a full transfusion.) The umbilical artery catheter is helpful because it cuts down the number of needles to which a baby must be subjected. "The less poking, the better," says Dr. Alexander Allen, head of the neonatal pediatrics department.

As it is, doctors must feed sugar, amino acids, vitamins and fats to infants like Dougie through a needle in a vein in the scalp because they cannot swallow or digest food. Doctors use a new vein every day, because foreign objects such as needles force the veins to block themselves off. (The veins do recover.) As soon as the baby appears able to accept food, usually milk, another catheter is threaded through its nose or mouth, down the esophagus and past the stomach into the small intestine to prevent the food from coming back up. Difficulty feeding these infants is the reason they continue to lose weight after birth. Dougie, for instance, born at 460 g, dipped to 450 g at one point. The problem was his kidneys weren't developed enough to handle the volume of water needed to feed him calories. But Dougie doubled his birth weight on day 41, and doctors were sure he'd pull through four days later when he reached 1,000 g (about two pounds).

To prevent jaundice, a buildup of biliruben pigment that can damage the brain in high doses, infants also undergo phototherapy. Nude except for soft eye patches, the baby lies under fluorescent lights for four or five days.

Allen estimates all this treatment, including nursing and laboratory costs, adds up to $2,000 per day, "easily." The Grace's special care nursery treats about 33 infants at once, and the stays can range from one day to one year, though the average length is two weeks. The Grace has just begun a follow-up program on its former intensive care patients so the rate of intact survival isn't yet known. However, Allen says a McMaster University study found that 85% to 95% of three-pound babies born at that hospital five years earlier were normal.

What do babies know? How do they learn?

If you find you speak in high-pitched, honeyed tones, and say "birdie" for bird, or "appey juicey" for apple juice when you talk to your baby, don't worry. Everybody does it, according to Dalhousie University psychologist Janet Werker, one of three infant researchers in Halifax who consider the Grace, with its 5,000 deliveries a year, a real boon to their work. "Motherese" is common to all cultures, she explains, because parents and even children sense that infants respond to the raised pitch and up-and-down rhythm of baby talk.

Werker, who studies speech perception in babies, would like to know why. Since she arrived at Dalhousie in 1982, she has continued research into what capabilities newborn infants have that help them respond to, and learn, language. In experiments at the University of British Columbia, she found that, unlike adults or even older babies, infants can distinguish the 100 phonemes, or basic sound units, found in human language. Japanese babies, for instance, can tell an *l* from an *r,* while their parents can't. Likewise, there are two *t*'s in the Hindi language, and two *k*'s in the Thompson Indian language, that English-speaking adults can't hear — but their babies can, at least until they reach 12 months, when the ability apparently diminishes.

Werker suspected this disdisappearance was due to "neuroatrophy," or the loss of the use of unstimulated neurons. She has found at Dalhousie, however, that even adult English-speakers retain this neurocapability, but when they discern language, they respond only to English sounds. That still leaves the question *why,* but her studies do help pinpoint when children learn language. "Presumably, if a six-month-old can distinguish non-native contrasts, and a 12-month-old can't, then the 12-month-old must be learning something about his language," Werker reasons. And, she adds, "motherese" might be the key to *how* they learn, because if it makes babies more attentive, it must help. "We have to try to discern what part — tone, inflection, rhythm, etc. — gets their attention, and why."

While Werker studies what babies perceive, Kathleen Bloom, also a psychologist at Dalhousie, looks at what babies do. She too finds "motherese" useful in her research into when and how infants become social, or begin to respond to people and things around them. Baby talk is the first thing a child smiles at, she says. Through her tests with three-month-olds — the age when babies make sounds and smile — Bloom has found that "infants can detect and respond to meaningful attention as opposed to random attention and stimulation. Psychologists are finding that it's not just the amount of attention they get, but the quality that counts. This is the foundation of social interaction and preconversational behavior." In fact, Bloom has found that babies who are engaged in "dialogue" — that is, spoken to, smiled at or touched in response to something they've done — make sounds more closely resembling speech than those who aren't. Bloom is now studying babies in intensive care to see how prolonged illness and hospitalization may delay social development.

Bloom: "Babies may look alike, but they're not alike in personality

Since 1977, she's been testing a method of gauging newborn behavior developed by Harvard pediatrician Berry Brazelton. The test shows how well an infant reacts to a rattle and bell, light pin pricks, light in the eyes and adult faces and voices. It also tells whether the baby can console itself, and even whether he likes to cuddle. "Before, when a baby was born, people only asked whether it was physically intact," Bloom says. "But Brazelton has found that babies may all look alike, but they're not alike in personality. And it's important to know that personality in order to get along with your baby." Not all babies, for instance, like to cuddle, she says, and this may alarm parents who think they're not handling their baby properly or that he doesn't like them. "The test is a useful teaching device to help parents and medical staff learn about the style and personality of a specific baby."

At the Izaak Walton Killam Hospital for Children, psychologist Joseph Byrne is studying infant recognition memory. Researchers test an infant by showing him slides of faces with occasionally varying expressions, and noting whether his interest picks up when the expression changes, or wanes if he becomes bored by the same one. The test is performed on infants at four months, and again at seven months to see how this recognition skill develops.

One use for the test may be to allow researchers to design a way to measure the intellectual abilities of babies with movement-impairing diseases such as cerebral palsy. Generally, existing tests require good motor skills — putting blocks in matching holes, for instance — and these babies tend to score low. Byrne hopes he can devise a test that more accurately measures mental skill, and perhaps prevent some babies being mistakenly judged mentally slow. A new project, begun in December, will compare normal babies with former intensive-care babies in audio and visual memory tests.

Byrne says more than 90% of parents at the Grace consent when asked if their babies can be used for research. Werker agrees parents are co-operative. "Parents here are just marvellous. They're interested and very helpful." Until recently, researchers needing subjects scanned the birth notices and canvassed doctors. Now, the Grace research committee, after approving a researcher, asks parents to sign a form giving the researcher permission to contact them after the birth of their baby.

Research at the Grace is mostly clinical, says research committee chairman Dr. Edwin Luther, because there's no space at the hospital for laboratory work. Clinical tests range from questionnaires on nutrition, to blood samples, to studies on breastfeeding and new drugs — all of which must have the mother's consent.

— **Rachelle Henderson**

A Bay boy comes home

When Hollywood director Dan Petrie came back to Cape Breton to recreate his past, all of Glace Bay caught film-making fever

By Joella Foulds

On a bitterly cold, windy day in Glace Bay, N.S., on a street so close to the shore, the waves have croded parts of backyards away, a man is hanging clothes on a line. He is doing it all wrong. He leaves shirts buttoned up, pins sweaters by the shoulders, hangs the laundry sideways to the winds blowing hard off the Atlantic.

Watching all this from Mary Brown's Wadman Street kitchen, Brown and her neighbor, Nessie Simms, are so alarmed by his bungling, Simms finally slips on her coat and explains how the job should be done.

She's not being a busybody. It's just that this is the day the cameras start to roll on a street that's been transformed into a set for Dan Petrie's movie, *The Bay Boy*, and the Wadman Street ladies want everything to look authentic, including the line of washing the set decorator is hanging.

Like most of Glace Bay, they're blissfully caught up — emotionally if not financially — in the making of a movie that brought a famous Hollywood director back to his Cape Breton home on a sentimental mission, transported whole sections of town 50 years back in time and perhaps even created a budding star or two.

By the time filming started at the end of November, parts of downtown Glace Bay were unrecognizable. Stores had false fronts, with grey shingles and awnings. Huge billboards advertising Kellogg's Cornflakes and Coca Cola hid modern buildings from the camera's eye. Mercury vapor street lamps replaced traffic lights and road signs. Coal smoke poured from chimneys. Old cars and a horse-drawn ice wagon rolled down the street.

On Wadman Street, older, shingled houses were painted to look grey and weathered. On other homes, the construction crew built false fronts, porches and windows. Woodpiles, fences and entirely new buildings appeared.

It meant more than a minor inconvenience for the people of Wadman Street. But, instead of asking for compensation, they opened their homes to the film crew. Why? "I think really it was Danny Petrie," says Isobel Sturgess. "If it had been anyone else, I don't think I would have done it. He wanted to do [the film] so badly."

Petrie, 62, had waited a long time to make the movie he calls his "ultimate labor of love." Heavily autobiographical, it's based on a short story he wrote 14 years ago about a season in the life of a teenage boy during the Depression. Like Donald Campbell, the hero of the film (played by Donald Sutherland's son Keiffer, 16), Petrie grew up in a coalmining town — his father lost his soft drink business in Glace Bay during the Depression — and was under considerable family pressure to become a priest. Instead, after studying at St. Francis Xavier University in Antigonish and Columbia University in New York, he drifted into acting and directing: His films include *Raisin in the Sun, Fort Apache the Bronx* and *The Betsy*.

Petrie has no immediate family left in Cape Breton, and he's been back only on visits since he went away to college. But he owns a piece of land near Baddeck, and he still has strong emotional ties with the island.

"There's a connection that anyone born in this part of the world will always have with it no matter how long you've been away," Petrie says. "I loved my childhood here, and writing the script, I found myself reliving my childhood in so many ways. I found myself crying over the pages."

In theory, he could have made the movie anywhere. The message — about love, teenage dilemmas, the struggle for survival — is universal. But Petrie insisted on Cape Breton, the place that inspired the story in the first place. "It's unique and it's isolated, and, especially in the 1930s, it was more isolated than it is now. Also it's challenging. Nova Scotia, by virtue of its weather and its place in the economic pecking order, is a difficult existence for all its residents. I just can't imagine the story being told anywhere other than in Cape Breton."

Petrie was also determined to use as much local talent as possible, so he began auditions in Cape Breton. He hired hundreds of extras for the crowd scenes, and gave speaking parts to many locals. Extras were paid about $30 a day; inexperienced actors, $275 a day plus overtime. Robbie Gallivan, 17, of Sydney plays Donald's best friend (he considers this his big break and hopes to go on with an acting career); Roy McMullin, 19, of Glace Bay plays another friend. Sydney policeman Francis MacNeil has a role as a cop. Glace Bay taxi driver Manning Blue plays a taxi driver. Kathy

McGuire of Sydney is the hero's teacher, Sister Roberta.

But Petrie's biggest find was Jane MacKinnon, an English and French major at the University College of Cape Breton. MacKinnon, whose father is a Presbyterian minister in Glace Bay, landed the part of Diana Coldwell, the spunky girl next door. Her previous acting experience consisted only of four local musical productions, but Petrie considers her a "brilliant" actress. "I went to Toronto and Montreal to find someone who could beat her," he says, "but I couldn't. She just lights up the screen."

MacKinnon is a perky, big-eyed brunette, not classically beautiful, but with a magnetic stage presence that awes onlookers — including Petrie, who says she can be, if she wants, a big movie star. MacKinnon, who hadn't even bothered to try out for the part — someone else arranged the audition, and she was hired a week later — remains cool-headed about the whole experience. She plans to finish her university degree, and "after that, I will be very open to offers. Right now I don't want to look too far ahead because things are never sure in this line of work."

She considers Petrie "a lovely man to work with. He's extremely sensitive and compassionate, and very supportive of whatever you're doing. And if there's something missing in a scene, he'll see it and do something to remedy it — perhaps say something that will make all the difference in how you are presenting."

The established star of the film, Liv Ulmann, is no less laudatory. She accepts few film offers these days; she spends most of her time working for children in Third World countries as international ambassador for UNICEF. When Petrie heard that she was reading the script, he was so eager for her to take the role of the hero's mother, he even tried exercising mind power — "willing" her to join the cast. She did, but for her own reasons. "It was the script," she says. "It's a beautiful script with a real heart in it. And it was Mr. Petrie. When I met him I was overwhelmed by his charm and warmth."

Potential investors loved the screenplay, too, but worried about the movie's box office appeal. Eventually, the Canadian Film Development Corp., Hachette-Fox International (the French division of 20th Century Fox) and an American pay-TV network came up with about $3.5 million. Putting it all together was producer John Kemeny, known for *Quest for Fire* and *Atlantic City,* and experienced in taking financial risks for a story that must be told. Petrie says he's not worried about the financial side. He plans to give *The Bay Boy* its début this spring at the Cannes Film Festival and see what happens from there. This movie is his baby, not his bread and butter.

It is also, he believes, touched by a kind of magic. His mystical feelings about the production were reinforced one day last fall, when he and set decorator Kimberly Richardson were driving around Sydney searching for a house suitable for the interior shots of Donald Campbell's house. As they turned onto Crescent Street, they spotted a house with a For Sale sign out front. They peered in the windows. The house was perfect — preserved in the decor of the Thirties. When they went to the front door, Petrie says, they were stopped in their tracks by the brass nameplate on the front door. It read, "D. W. Campbell."

Like the Campbell house, most of the props were Cape Breton products. Set decorators and props people combed practically every attic and basement in Glace Bay looking for Depression-era furnishings. It wasn't an easy job. Most of the old furniture had been either worn out or thrown out as useless. Because townspeople were so poor in the Thirties, they took few photographs, so mail-order catalogues became the major sourcebook for styles of the day. In the end, the crew found almost everything locally, from clothing to an ancient trolley car to the counter used in a bank scene.

By the time filming ended, *The Bay Boy* had left behind about $1 million by way of temporary jobs and full hotels and restaurants in this town of 22,000. Nobody in Glace Bay got rich on the film, of course. "I'm telling people awful lies," jokes Ray Sturgess, one of the Wadman Street residents whose homes became part of the movie set. "I'm telling people I'm getting $35,000 for this. It's spread all over Cape Breton that we're making money up here." Ray and Isobel Sturgess, in fact, got nothing for their trouble. Mary Brown made a little money: She invited the crew in so often for tea and home baking, the film company decided to pay her to keep up the service. Her kitchen became the centre of production activity on the street. "It's something I'll never see again in my lifetime," she says.

"When they came to tell me about making the film," says her neighbor, Nessie Simms, "I was like a kid with a new toy."

For a time, that kind of excitement infected the whole town.

On a bitter, November night, it's pouring rain, but crowds of curious people have gathered in downtown Glace Bay to watch the filming of a fight scene. As the crew waits, Dan Petrie, a small man in an oversized parka, moves toward the onlookers and explains in detail what will be happening in the scene and how it fits in the story as a whole. When the cameras roll, there's total silence. Everybody feels intensely involved.

Part of the reason for that, says location manager Kevin MacKenzie, is Petrie's gentle, approachable manner. "He always has time for people." And during the filming, Glace Bay people were constantly approaching him, often to tell him about some distant connection between his family and theirs. "I find people here have a fascination with their roots," he says.

In some ways, Petrie has drifted a long way from his own roots. For the past 13 years, he's lived in the glitz-and-glitter capital of the world, Los Angeles. He's married to a successful movie producer, Dorothea Petrie. He works regularly with such larger-than-life beings as Paul Newman, Richard Burton and Sally Field; before *The Bay Boy,* his most recent project was a made-for-TV movie, *The Dollmaker* (to be shown on ABC in March) with Jane Fonda.

But he still talks about two gifts a hard-luck coal-mining town gave him almost half a century ago: When he graduated from St. FX in 1942, it was with the aid of a scholarship from the Glace Bay Knights of Columbus, and that "allowed me to see what the rest of the world had to offer." And, while he was growing up in Glace Bay, he says, he never felt poor. "Spiritually, I got a lot from growing up in a special place like this."

That's why *The Bay Boy* is, for Dan Petrie, much more than a nostalgic trip back in time. He is also repaying an old, old debt.

PHOTOS CHRONICLE HERALD/MAIL STAR

Petrie, right, on set: A season in the life of a Depression kid

Unlocking a prison of silence

After Spud Blacquierre suffered a massive stroke, he could think, feel and understand, but he couldn't communicate. Then a computer whiz went to work

John Louis Blacquierre, 57, known as Spud to everyone in the small, P.E.I. town of O'Leary, was just an ordinary guy who liked a bit of fun. He and his wife of 30 years, Helen, enjoyed bowling, playing cards, and Saturday night dances at the local Legion. For years, he worked in the Willis potato warehouse in Alberton, and later as a bartender at the O'Leary Legion. He loved fishing for brook trout.

All this came to an end on July 31, 1982, when Blacquierre had a massive stroke. Helen Blacquierre recalls that hot summer night only too vividly. It was 3 a.m. "He was tossing and turning. It was warm upstairs. I said, 'What's wrong, can't you sleep?' He said, 'No, I can't,' so I said, 'O.K., I'll go downstairs and sleep on the couch so it won't be so warm.' So I came down here, and I decided to have a cup of tea. I wasn't sleepy. In some way, he got a hold of the ash tray and threw it on the floor. I went up, and he couldn't even talk to me."

Helen Blacquierre called a doctor and an ambulance. Her husband was taken to the hospital in Summerside, and later transferred to Moncton.

The results of the stroke were devastating. He was totally incapacitated, unable to move or speak. But his brain was left intact. This is very rare in stroke victims, who usually suffer some loss of mental capacity. Blacquierre's condition is called the "locked-in syndrome." He is, in a sense, a prisoner inside his own body: He can think, feel and understand, but he can't communicate.

His doctor, Charles Dewar, says he's never seen anything like it in 30 years of practice, "and there aren't too many things you don't see in 30 years."

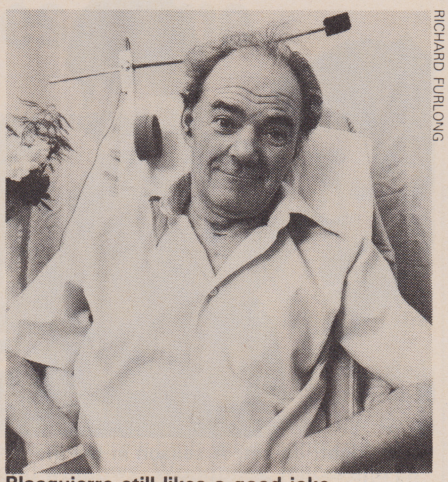
For Helen Blacquierre, a quiet woman who doesn't like to complain, it was a nightmare that didn't end. "For weeks, I couldn't eat, really ... it just wouldn't stay down."

Blacquierre spent a year at the Queen Elizabeth Hospital in Charlottetown, where he met Sol Feldstein, a clinical psychologist in the rehabilitation unit. "I felt that it was a terrible position to be in," says Feldstein. "He could only say *yes* or *no* by using his eyes, and that meant he could never ask for anything. He couldn't say when he was in distress. He could never make his will known."

At first, it was hoped that Blacquierre's condition would improve, that some movement would return. And there were early signs that he would get some degree of speech back.

Feldstein used some primitive methods to get a message from Blacquierre. The alphabet was printed on a clear plastic board, and a pencil moved from letter to letter. Blacquierre would blink his eyes to signify the letter he wanted. "It would take a lot of time and effort," Feldstein, says, "and very painfully we'd get a small message."

In January of 1983, it became obvious that Blacquierre was *not* going to speak again. Feldstein was determined to find some way for him to communicate: "Some patients can point at pictures to give messages, but he couldn't do that.



RICHARD FURLONG

Blacquierre still likes a good joke

So I decided to do something that would give him the chance to say something. That's when I began thinking of the computer."

Feldstein admits he knew nothing about computers, but he didn't let that deter him. He was steered to Ron MacKay, a technician at the CBC station in Charlottetown and the first of a long list of people and organizations enticed by Feldstein into helping Blacquierre.

MacKay modified a bio-feedback unit. Electrodes were taped to Blacquierre's forehead. At this point, he could only blink and raise his eyebrows. He triggered the computer by raising his eyebrows. MacKay also developed the first computer program. A series of sentences would appear on a video screen, and when Blacquierre raised his eyebrows, a moving cursor on the screen would stop at the sentence he wanted.

It was a start. But Blacquierre didn't like the strap on his forehead, and the procedure was very tiring for someone with so little energy. And there was the still-unresolved problem of how to program the computer so that he could say what he wanted to say. "All the sentences there were sentences that we thought he might want to use," Feldstein says, "and no sentences that he could create on his own."

Then the ranks of volunteers enlisted in Blacquierre's cause began to swell. Charlottetown's Holland College lent a computer. ("They said we could have it for a few weeks; we ended up keeping it for about six months," Feldstein recalls.) The Department of Veterans Affairs donated $3,000 to buy the computer hardware. A class of computer students at the college came up with the first alphabet program. Blacquierre could form words, picking out letters one by one on a video screen. But it was a painfully slow process.

Tim Tang, a young computer whiz at the University of P.E.I., who came to Canada as a refugee from Vietnam four years ago, attends classes during the day and works at night. He refined the system, making it faster and more flexible: Complete words would appear on the screen, so Blacquierre didn't have to build them letter by letter.

When Blacquierre developed some limited head movement, a padded switch was attached to the back of his chair. Now, he can activate the computer by pressing lightly with his head.

Feldstein has ordered a voice synthesizer, so that a voice will speak the words Blacquierre prints on the screen. Once that arrives, Feldstein predicts, "he will just take off."

How Blacquierre feels about the computer, something so alien to his old way of life, nobody knows for sure. "At times he feels good about it," Feldstein says. "At times he's tired and often depressed, as you can imagine, and he doesn't do much with it. But there are moments when he sparks up, and it's very good to see him at those times."

Today, Blacquierre is back in the Community Hospital in O'Leary. "He tires easily," Helen Blacquierre says. "Once he gets tired, you might as well come home and leave him alone, because he can't keep his eyes open."

In some ways, though, he hasn't changed at all. A few weeks after he returned to O'Leary, he was taken to the Legion, where he met some old friends and had a few drinks. "I think he enjoyed it," his wife says. "They got a lot of chuckles out of him, anyway."

When a visitor was in his hospital room recently, he was working with the computer, and accidentally — or perhaps deliberately — set off the distress signal. An SOS appeared on the screen, a loud siren blew and a big grin lit up Blacquierre's face.

Spud Blacquierre always did like a good joke. In spite of everything, he still does.

—Katherine Jones

ahhh...FREEPORT, GRAND BAHAMA. What would you say to a country club island, where the games people play start with golf and tennis, and end with blackjack, roulette and craps in one of the most lavish casinos in the world! *ahhh...that's better.*

ahhh...NASSAU & PARADISE ISLAND. What would you say to loads of history, tradition and Old World charm? To an island so heavenly it's called Paradise, where the luxury hotels, casino and nightlife make it one of the

most exciting resorts on earth? *ahhh..that's better.*

ahhh...FAMILY ISLANDS. What would you say to no TV, newspapers, shoes or worries? To a style of living that's uncomplicated, unhurried and a little old fashioned? To people who treat you like family instead of like a tourist? *ahhh... that's better.*

ahhh...BAHAMAS. Different from other islands. Different from each other. If you could be there right now, we know what you'd say. See your travel agent. The sooner, the better.

It's Better in The BAHAMAS

The sooner, the better.

ahhh...that's better.

How to become a man (or woman) of iron

First, you run, swim and bike four to 10 hours a day, as these three Maritime triathletes do. Then you test yourself in the meanest race in the world

By Marian Bruce

Late last summer, as temperatures in the Maritimes rose to the high 80s, David Currie ran through the streets of Halifax for an hour or two every hot, humid day, wearing three turtleneck shirts, a full-length, Gortex running suit, a nylon cap and painters' gloves. Naturally, he got some funny looks from other runners — and from people who thought you had to be a little crazy to run at all in the middle of a heatwave.

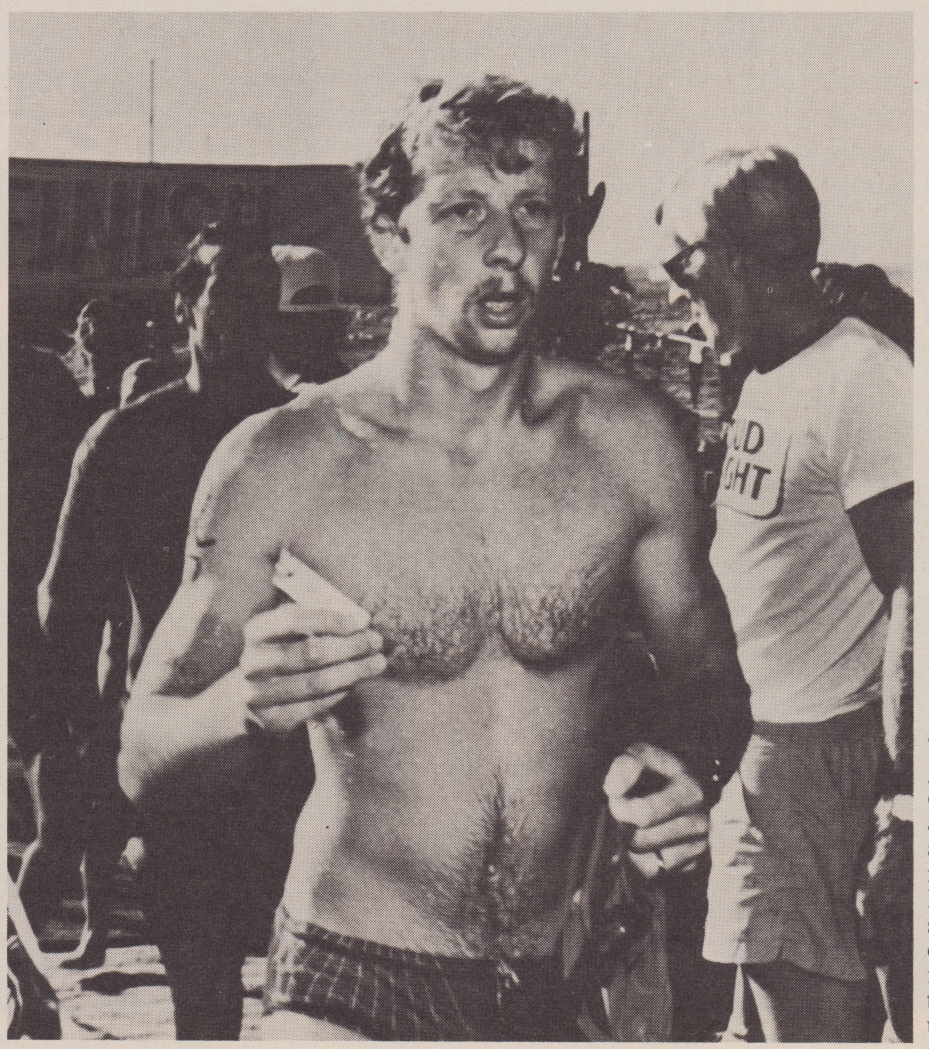
Currie is not insensitive to that point of view. "One of the biggest obstacles to this kind of training," he says, "is that people think you're some kind of obsessive nut. Some of my friends thought I was crazy." He doesn't, however, let little things like that deter him. His running program, designed to get him ready to compete in the tropics, was just part of a four-hour-a-day regimen of running, cycling, swimming and weight-lifting that he followed for six months.

The payoff came in October, when Currie, 26, Patty Clune, 27, and John Carson, 20, became the first Atlantic Canadians to compete in the toughest, longest, hottest, windiest, oldest and most famous multisport competition in the world, the Ironman Triathlon World Championship in Hawaii. Running, swimming and bicycling in 90-degree heat, they were among 875 athletes to finish the day-long event, consisting of a 2.4-mile swim, a 112-mile bicycle race and a 26.2-mile run. (Currie came 408th, Carson 91st and Clune 608th.)

The Ironman left Currie so dehydrated, he had to be given fluids intravenously after the race, and his body took about a week to recover from the Ironman's abuse. But it took him longer — about a month, he says — to get over his psychological hangover: After six months of training four hours every day, he suddenly had no athletic goals. How do you follow the kind of endurance test that makes mere marathoners look like sissies?

Well, for a start, you plan for the next one. This year, the Ironman is scheduled for Oct. 6. Meanwhile, Currie, a blond, long and lean (six-foot-two, 168 pounds) fitness consultant at Dalplex, Dalhousie University's sports complex, plans to compete in triathlons in New York and New England, which are about a quarter as long as the Ironman, but which attract some of the world's top triathletes. Before the Ironman, Currie had run two marathons, but he believes he's better suited to shorter races. Last year in Cape Cod's triathlon, he came 25th in a field of 800. His long-term goal is to compete in the triathlon whenever it becomes part of the Olympics, which could be 1988.

Because of his heavy training load just before the Ironman, Carson took a year off from his engineering studies at Dalhousie. He's been working on a survey crew in Alberta all winter, and trying to keep in shape despite bouts of Achilles tendinitis. He plans to return to Dartmouth in March, and to train longer and harder than last year — 10 hours a day, he says, starting in May — for the next Ironman. "The morning after the Ironman, when Dave Currie asked me if I was going to do another, I said, 'No way, not a chance.' By noon it was 'Maybe,' and by evening, when they held the banquet, I was saying I'd be back for sure. I guess you get caught up in the excitement of it."



Currie finishes Ironman swim, with bicycle race and run still to go

Clune took a week off from training after the Ironman. But as soon as she got back to Halifax, she began preparing for an ordeal she says is even tougher — the annual 100-mile ski marathon from Lachute to Ottawa. She completed that two-day trek a year ago; this year, she'll be doing it with a 20-pound weight on her back.

Clune, whose family lives in Toronto, is a graduate student in exercise physiology at Dalhousie, and also works as a research assistant at Dalplex. For a study on the effect of exercise on the female reproductive system, she sets up exercise programs for volun-

(cont'd on page 35)

1534 • 1984

Le Canada en fête

Canada Celebrates

Canada

NOVA SCOTIA

Come for our treasures by the sea.

Nova Scotia will be hosting Tall Ships from around the world as they complete their race from Bermuda to Halifax.

Our famous Bluenose II will lead the Parade of Sail as the ships leave Historic Halifax harbour on their way to Quebec City. Then the Tall Ships return to Sydney, Nova Scotia.

Don't miss the excitement and pageantry of the Parade of Sail, Halifax, June 8-13. Sydney, July 7-11. For complete information on your visit to Nova Scotia and free Treasure Guide, write:
Tourism Nova Scotia,
P.O. Box 130,
Halifax, Nova Scotia B3J 2M7
Or call: Ontario 1-800-565-7140,
Western Canada 1-800-565-7166,
Atlantic Canada 1-800-565-7105,
Quebec & Newfoundland
1-800-565-7180

Parade of Sail 1984

NOVA SCOTIA
There's so much to sea

Honourable R. Fisher Hudson,
Q.C., Minister of Tourism

Sommaire/Summary

Québec, capitale mondiale de la voile en 1984/ Québec City, the sailing capital of the world in 1984 — 6

La Transat TAG, une étonnante odyssée/ The Transat TAG, an amazing odyssey — 10

Tout l'attrait des grands voiliers/ Breathtaking: the Tall Ships — 14

Le Vieux-Port, un site idéal/ The Vieux-Port, an ideal site — 23

Filez, filez les Voiles filantes/Those fabulous Flying Sails — 25

Un Challenge de taille/The Challenge, a friendly rivalry — 30

1984, l'année du tourisme au Canada/ 1984, the Year of Tourism in Canada — 35

SUPPLEMENT Airmag, Atlantic Insight, Envol, Skyword

Tourisme Canada Tourism Canada

«TERRE!»

Ô combien de marins, combien de capitaines, venus de contrées lointaines, ont lâché ce cri de joie!

Terre! Tous les navigateurs qui auront risqué de suivre le sillon de Jacques Cartier en 1534, lâcheront ce cri à l'arrivée de la course historique de Saint-Malo-Québec.

Partout au Québec, et au Canada, ce sera la grande fête de la mer, de l'aventure, de l'épopée… "Mer et Monde"!

Cet été, mettez le cap sur Québec, puis continuez la fête de la découverte de cités historiques en villes modernes, de restaurants d'époque en clubs de nuit dernière vague… oh! Hisse et oh… v'nez bourlinguer sur la route de vos ancêtres.

(Pssst… Prochaine étape: passez au bureau du tourisme pour connaître les activités estivales de la région.)

Ottawa — ville en fleur.

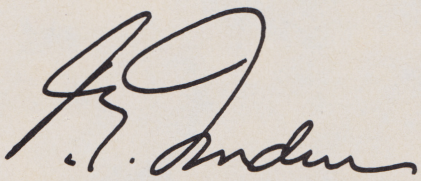
L'ANNÉE DU TOURISME THE YEAR OF TOURISM 1-1984

Québec — l'Europe et l'Amérique, le Vieux Montréal — la halte des bourlingueurs!

Canada

Message du premier ministre

Message of the Prime Minister



Les Canadiens commémorent cette année avec fierté le quatre cent cinquantième anniversaire du voyage historique du navigateur malouin Jacques Cartier au Canada. Afin de souligner avec éclat le rappel de cet événement unique, nous avons convié tous les amis de notre pays à venir célébrer avec nous ces quatre siècles et demi d'histoire.

Le Canada, c'est d'abord un pays maritime. Aucun visiteur ne peut d'ailleurs demeurer tout à fait indifférent ou insensible devant la majesté des océans qui nous entourent et l'abondance des voies d'eau qui sillonnent notre territoire. Il convenait donc que 1984 soit une fête rappelant à notre mémoire le caractère intrépide et courageux des marins du Vieux Continent qui ont jeté l'ancre sur nos berges au cours des siècles. Les grandes compétitions de voile nationales et internationales qui se dérouleront cet été, et auxquelles participeront des adeptes de la voile de plusieurs continents, rempliront admirablement cet objectif.

Cette année, qui a été décrétée l'Année du tourisme au Canada, demeurera certes longtemps gravée dans notre mémoire. D'un bout à l'autre du pays, en effet, nous célébrerons dans la joie et la fraternité les anniversaires de nombreux événements ayant jalonné notre histoire.

Je salue avec plaisir tous ceux et celles qui seront de la fête!

This year, Canadians will celebrate the 450th anniversary of the voyage to Canada of Jacques Cartier in 1534. So that we may commemorate this historic event in a manner befitting its importance, we have invited the world to celebrate with us four and a half centuries of history.

Canada is above all a maritime nation. No one who has seen the majestic oceans that surround us or the abundant waterways that flow through our land can doubt this fact. It is important, therefore, that in 1984 we honour the courage and spirit of adventure shown by those who have cast their anchors off our shores in centuries of discovery and exploration. The visit of the Tall Ships and the many sailing competitions taking place this summer will be a spectacular tribute to our maritime traditions.

This year, which has been designated the Year of Tourism in Canada, will certainly remain in our memories for a long time. From coast to coast, festivities will be held for the anniversaries of numerous events which have marked our history.

In the name of all Canadians, I salute with pleasure all those taking part in these celebrations.

Québec, capitale mondiale de la voile en 1984

Québec City, the sailing capital of the world in 1984

1534

En Europe, la découverte de l'imprimerie, cent ans plus tôt, et l'invention de la gravure qui vulgarise les œuvres d'art facilitent la rénovation artistique, littéraire et scientifique. C'est la Renaissance. En Angleterre, l'Acte de suprématie établit Henri VIII comme chef unique de l'Église anglaise. En Italie, Michel-Ange termine l'exécution de la chapelle des Médicis. En France, Rabelais met le point final à Gargantua et François Ier ordonne une expédition «afin de découvrir certaines îles et pays où l'on dit qu'il doit se trouver grande quantité d'or et autres riches choses».

Le Roy confie cette expédition à un navigateur de Saint-Malo, Jacques Cartier, ex-pêcheur de morue qui a probablement hanté les parages de Terre-Neuve. Le 24 juillet 1534, quatre-vingt-cinq jours après avoir levé l'ancre à Saint-Malo, Cartier arrive à Gaspé, y plante une croix et entre à jamais dans l'histoire.

Bien plus que «grande quantité d'or» (qu'il n'a jamais trouvé lui-même, d'ailleurs), Cartier a découvert et exploré le golfe puis le fleuve Saint-Laurent, cette extraordinaire voie navigable que suivraient ses successeurs, découvreurs du Mississippi, de l'Ouest canadien, du Nouveau Monde. Leurs faits et gestes historiques sont à l'origine de notre vocation maritime.

1984

Le 450e anniversaire de l'arrivée de Jacques Cartier sera marqué par des fêtes grandioses à Québec, du 23 juin au 24 août; un festival international auquel sont conviés les visiteurs du Canada, des États-Unis et de tous les coins du monde et où, durant 63 jours, des expositions, activités culturelles et scientifiques,

The year is 1534

In Europe, the printing press is but a hundred years old and the invention of engraving makes some of the great works of art accessible to the masses. Through artistic, literary and scientific renewal, the Renaissance becomes the transitional movement, in Western Europe, between medieval and modern times. In England, Henry VIII is at the head of the English Church. In Italy, Michelangelo completes the Medicis' funeral chapel. In France, Rabelais introduces Gargantua to an astonished literary world and King Francis I sets up an expedition "to discover certain islands and countries where it is said great quantities of gold and other riches can be found".

Francis I entrusts Jacques Cartier, a St. Malo seafarer and erstwhile cod fisherman, with the expedition. Cartier is supposedly well acquainted with the Grand Banks of Newfoundland. On July 24, 1534, 85 days after having set sail in St. Malo, Cartier arrives at Gaspé, plants a wooden cross and forever becomes part of Canadian history.

Much more than "great quantities of gold" (which he never found), Cartier discovered and explored the Gulf and later the St. Lawrence River, this amazing waterway which his successors would follow on their way to the Mississippi Valley, the Canadian West, the New World. Their discoveries are at the very roots of our maritime tradition.

The year is 1984

It is the 450th anniversary of Jacques Cartier's arrival. To mark this historical occasion, the City of Québec will host a unique summer-long international festival with exhibitions, cultural and scientific activities, world-class entertainment celebrating the yesterday, to-

Suite de *Québec, capitale mondiale...*

du divertissement illustreront le passé, le présent et l'avenir de la vocation maritime du pays.

En l'honneur de Jacques Cartier et de tous les marins du monde, la ville de Québec deviendra la capitale mondiale de la voile au cours de l'été. Quatre grands événements spectaculaires s'inscrivent en tête du programme des activités nautiques de Québec 84:

- le Retour des grands voiliers,
- les Voiles filantes Labatt Bleue,
- Le Challenge Labatt Canada et
- la Transat TAG Québec-Saint-Malo.

Les préparatifs de ces compétitions de voile nationales et internationales ont débuté il y a plusieurs années. Cet hommage à Jacques Cartier réunira des marins, des amateurs de voile et d'histoire du monde entier.

Les activités culturelles et scientifiques qui accompagnent les événements nautiques de Québec 84 seront tout aussi mémorables.

Elles inviteront la participation active des visiteurs lors d'expositions, de fêtes des ethnies, de concerts et spectacles au Vieux-Port de Québec. On y apprendra des choses; on pourra entendre, sentir, goûter, toucher et admirer à loisir. La programmation de Québec 84 a été conçue pour tous les âges, pour tous les goûts.

Cette grande fête de l'eau et du vent rappelle aussi que le Saint-Laurent lie étroitement d'autres villes et provinces établies en bordure de son cours et qui célèbrent d'importants anniversaires en 1984. Les moyens de transport, de nos jours, sont tels qu'on pourra facilement, au cours des vacances, visiter et apprécier plusieurs sites de son choix.

En 1984, l'Année du tourisme au Canada, les visiteurs auront — à l'instar de Jacques Cartier il y a 450 ans — l'occasion de découvrir d'eux-mêmes les merveilles du Saint-Laurent et du deuxième plus grand pays du monde.

Continued from *Québec City...*

day and tomorrow of the country's maritime tradition. In honour of Jacques Cartier and other seafarers everywhere, Québec City will become the Sailing Capital of the World. Four spectacular events particularly stand out in the two-month program:

- the Return of the Tall Ships,
- the Labatt Blue Flying Sails competitions,
- the pan-Canadian Challenge Labatt Canada sailing race and
- the Transat TAG Québec-St. Malo transatlantic sailing race.

For years now, preparations have been under way for these exciting national and international sailing events. This 1984 salute to Jacques Cartier will be a major rallying celebration for sailors, sailing aficionados and history lovers from around the world.

Cultural and scientific activities surrounding the Québec 84 nautical events will be just as exciting. Visitors will be actively and personally involved in exhibitions, ethnic festivals, concerts and shows at the Vieux-Port, the Old Port of Québec, where they will learn, hear, smell, taste, touch and discover at their own pace. The fully integrated program has been designed for visitors of all ages and will cover a full range of interests.

This celebration of the sea and of the wind is also a reminder that other cities and provinces are closely linked by the St. Lawrence. A number of these also celebrate important anniversaries in 1984. Modern transportation facilities should make it possible, during the summer holidays, to visit and enjoy several chosen sites.

In 1984, the Year of Tourism in Canada, visitors will have many opportunities to discover for themselves, as did Jacques Cartier 450 years ago, the myriad marvels of the St. Lawrence and of the world's second largest country.

Timbres commémoratifs

À l'occasion du 450e anniversaire de la venue de Jacques Cartier, la Société canadienne des postes a annoncé qu'un timbre commémoratif sera émis conjointement par la France et le Canada, le 20 avril prochain.

Le 18 mai, un nouveau timbre sera émis à l'occasion du Retour des grands voiliers à Québec. Les Postes émettront, le 29 juin, un feuillet commémoratif de 12 timbres représentant les 10 provinces et les deux territoires pour célébrer à la fois l'arrivée de Cartier et la Fête du Canada. La conception est de l'artiste québécois Jean Paul Lemieux.

D'autres émissions intéressantes sont prévues: le 15 mars pour le 50e anniversaire de Yellowknife; le 24 mars, pour le 50e anniversaire de l'Orchestre Symphonique de Montréal; le 18 juin, pour le bicentenaire du Nouveau-Brunswick; le 26 juin, pour le 25e anniversaire de la voie maritime du St-Laurent et enfin quatre timbres commémoratifs seront émis le 21 septembre, à l'occasion du 250e anniversaire du premier phare canadien construit à Louisbourg, dans l'île du Cap-Breton.

Commemoratives stamps

To celebrate the 450th anniversary of Jacques Cartier's first voyage to our shores, the Canada Post Corporation announced that a commemorative stamp will be issued jointly by France and Canada on April 20th of this year.

On May 18th a stamp will be issued to mark the return of the Tall Ships to Quebec. On June 29, Canada Post will issue a 12-stamp miniature sheet, celebrating the anniversary of Cartier's arrival and Canada Day. The concept is by Quebec artist Jean Paul Lemieux.

Other important issues will be on March 15, for Yellowknife's 50th anniversary; March 24, the Montreal Symphony Orchestra's 50th anniversary, with a stamp honouring the performing arts; June 18, New Brunswick's Bicentennial; June 26, a commemorative stamp marking the St. Lawrence Seaway's 25th anniversary, and September 21, four commemorative stamps to mark the 250th anniversary of the completion of the first Canadian lighthouse built at Louisbourg, Cape Breton Island.

UN ÉTÉ MER ET MONDE

Du 23 juin au 24 août 1984, Québec accueillera des milliers de visiteurs, venus de partout pour célébrer la plus grande fête de la voile jamais organisée: Québec 84.

Québec 84, c'est 63 jours de festivités, de compétitions nautiques et d'expositions mettant en valeur l'histoire et la technologie maritime. C'est le Retour des grands voiliers venus commémorer l'aventure de Jacques Cartier. Québec 84, c'est un été de compétitions nautiques de calibre international. C'est le départ d'une grande course trans-atlantique qui fera s'affronter les voiliers les plus rapides au monde. C'est aussi une série de spectacles prestigieux, l'occasion d'une rencontre unique des cultures et des peuples de la mer au fil de 9 grandes semaines thématiques.

C'est à Québec, l'été prochain, que toute la famille pourra vivre un été mer et monde!

THE ADVENTURE OF A LIFETIME

From June 23rd to August 24th 1984, Québec City will be hosting thousands of sailing enthusiasts arriving from around the world to join in an unprecedented world sailing event — Québec 84.

Québec 84 promises to be 63 unique summer days of history, tradition, festivities, races, sailing lore and technology, all planned to make this maritime adventure one long to be remembered. Summer days will bring the excitement of racing sails, the majesty of the Tall Ships and the thrill of meeting the great navigators of our time, not to mention the fun of attending spectacular events featuring well-known artists and meeting friends from just about everywhere. For 9 fantastic weeks, Québec will be offering music and celebrations, plus an introduction to the cultures of the world's great seafaring nations.

Next summer it's Québec 84 for the adventure of a lifetime!

Québec 84

La Transat TAG, une étonnante odyssée

The Transat TAG, an amazing odyssey

Sur le quai, des gens s'embrassent, se serrent la main, un peu à la hâte. À dix mètres du bord, deux vedettes de la Garde côtière se croisent à vive allure. Leurs occupants se saluent, le geste large. Du haut de la terrasse, des milliers de gens s'agitent, jumelles braquées sur le fleuve, caméras prêtes pour les prochains déclics. Sur l'autre rive, à Lévis, même spectacle, même crescendo de tension nerveuse. D'aucuns consultent montres et chronographes; d'autres, le ciel, les cumulus qui semblent se grouper, en amont du pont Pierre-Laporte. Rien de menaçant.

En ce dimanche, 19 août 1984, vous vous félicitez d'être là, sur cet historique promontoire. Depuis quelque temps déjà, monocoques, catamarans, trimarans multicolores sont placés selon l'ordre établi mais le courant lui, est moins discipliné même si la marée coopère gentiment.

Midi!

En un ultime hommage à Jacques Cartier, la course transatlantique TAG Québec-Saint-Malo débute en grande pompe. Les voiles se gonflent. Sirènes et klaxons couvrent à peine les cris de la foule enthousiaste.

C'est parti!

Cette course est un phénomène des temps modernes qui associe intimement l'être humain, la technologie, la vitesse et la mer. C'est le défi que relève la génération des voiliers et des marins des années 80.

Le Transat TAG Québec-Saint-Malo est la première course transatlantique en équipage dans le sens Amérique-Europe. Une cinquantaine de voiliers monocoques et multicoques les plus perfectionnés, les plus rapides du monde se livrent une lutte acharnée sur un

On the terrace, thousands of people are getting restless with binoculars aimed at the scene below, cameras at the ready. Across the river in Lévis: same scenario with tension rising. A bit upstream, over the Pierre-Laporte bridge, a few fluffy clouds. No threat there.

On this Sunday, August 19, 1984, you're patting yourself on the back for having found such a great vantage point. For a while now, multicoloured single hulls, catamarans, trimarans have been trying to get into position, fighting a rather strong current.

At noon the ultimate tribute to Jacques Cartier, the Transat TAG Québec-Saint-Malo transatlantic sailing race begins, to an accompaniment of enthusiastic shouts, sirens and horns.

This race is a modern-day phenomenon which closely associates human resources, high technology, speed and the sea. It is the challenge met by the generation of sailing ships and of sailors of the 80s.

The Transat TAG Québec-Saint-Malo is the first transatlantic team race to be held in an America-to-Europe direction. Fifty of the world's swiftest, most modern single-hulled and multiple-hulled boats compete over 3,000 nautical miles, 600 of which are part of the St. Lawrence; another first. With $275,000 in prize money, this is the richest race of its kind ever. The race qualifies as part of the Transoceanic World Championship series, the most prestigious sailing event of all.

The course

To describe the course in but a few lines, telegraphic phraseology must be used: sailing from Québec City, passing a buoy on the starboard side at La Malbaie —

Suite de *Transat TAG...*

parcours de 3 000 milles marins, dont 600 milles marins sur le Saint-Laurent, une autre première. L'enjeu: 275 000$, le plus élevé jamais offert. Et la course s'inscrit dans la série pour le championnat mondial transocéanique, l'événement nautique international le plus prestigieux qui soit.

Le parcours

Pour décrire le parcours en quelques lignes, le style télégraphique s'impose: départ de Québec, laissant à tribord une bouée à la Malbaie — une bouée à bâbord à Matane — à bâbord dans la baie de Percé — à tribord une bouée sur la côte sud des Îles-de-la-Madeleine — une bouée à tribord à l'île Saint-Pierre, de Saint-Pierre et Miquelon puis la haute mer avec cap sur Saint-Malo, patrie de Jacques Cartier. La position des bouées, près des côtes, permet aux amateurs de suivre la course depuis les rives, les rivages, les hauteurs puis au large, grâce à un traitement de l'information à la pointe des derniers développements de l'électronique et des communications.

Suivis de près

Chaque voilier est muni d'un dispositif émetteur permettant de le situer en tout temps, par satellite, automatiquement et sans intervention humaine. Les données ainsi recueillies sont transmises à des centres d'information à Paris et à Québec. Chaque jour, d'heure en heure, ces centres disposent de toute l'information pertinente: positions des voiliers, caractéristiques, équipages et autres.

Les voiliers

La course est ouverte aux bateaux monocoques et multicoques. Les inscriptions sont limitées à cinquante voiliers répartis en neuf classes déterminées par la longueur hors-tout du bateau inscrit. La longueur maximum, toutes classes, ne

doit pas dépasser 85 pieds (25,908 m). L'équipage minimum de chaque voilier est de trois personnes dont la moins âgée doit avoir 18 ans à la date du départ (Il n'y a donc plus de «vieux» loups de mer?).

Les prix et trophées

À Saint-Malo, les principaux prix offerts par le groupe TAG, commanditaire exclusif de la course, seront attribués comme suit: Classement général en temps réel: premier: 100 000$; second: 25 000$. Classement par catégories: premier de chacune des neuf classes: 10 000$. Divers autres prix et trophées seront aussi décernés. Le vainqueur général de l'épreuve sera le premier voilier arrivé à Saint-Malo.

En cours de route, bateaux et marins devront affronter forts vents et courants, éviter de nombreux et dangereux écueils, naviguer dans d'épais brouillards et des zones de trafic maritime, pallier les gros temps.

La Transat TAG Québec-Saint-Malo sera un événement nautique international, une épreuve sportive de haut niveau qui, tout en consolidant les liens historiques qui unissent Québec et Saint-Malo, permettra aux meilleurs équipages de se mesurer sur le Saint-Laurent et en haute mer; fera mieux connaître notre grand fleuve afin d'y promouvoir le nautisme sous toutes ses formes et enfin favorisera la création et le développement de nouvelles techniques (construction, vitesse, sécurité, etc.) dans le domaine de la navigation de plaisance.

À tous ces vaillants navigateurs de la Transat TAG Québec-Saint-Malo, Jacques Cartier qui doit bien observer tout ça de quelque part, souhaite sans doute «*mer doulce, droict et bon chemin et aultres merveilles longues à racompter*».

Continued from *Transat TAG...*

one on the port side at Matane — one on the port side in Percé Bay — one to starboard on the south shore of Îles-de-la-Madeleine (Magdalen Islands) — one to starboard off Île Saint-Pierre, of the Saint-Pierre et Miquelon Islands then, on to Saint-Malo, Jacques Cartier's birthplace. The positioning of the buoys, near the shore, allows spectators to follow the race and later, as the boats leave the shoreline, through a sophisticated data processing and telecommunications system.

Position fixing and communications

Each sailboat is equipped with a transmitter which makes it possible to fix its position by satellite. The information gathered is transmitted to data centres in Paris and Québec. Each day and on an hourly basis, these centres can provide accurate information on the boats' positions, their characteristics, their crews, etc.

The boats

The race is open to single-hulled and multiple-hulled boats. Registration is limited to 50 boats divided into nine classes determined by overall length. The maximum length for all classes is 85 feet (25.908 m). Every boat must have a minimum crew of three people and the minimum age required is 18 at the date of departure (What ever happened to "old" salts?).

Prizes and trophies

In Saint-Malo, the principal prizes offered by the TAG Group will be awarded as follows: General ranking in real time: first: $100,000; second: $25,000. Ranking by categories: first of each of the nine classes: $10,000. Various other prizes and trophies will also be awarded. The overall winner of the competition will be the first vessel to arrive at Saint-Malo.

While at sea, boats and sailors will have to contend with strong winds and currents, dangerous reefs, find their way through heavy fog and sea-going traffic and deal with the weather.

The Transat TAG Québec-Saint-Malo will be an international nautical event which, while strengthening the historical and unifying bonds between Québec and Saint-Malo, will allow the best crews to compete on the St. Lawrence and the high seas; will give the St. Lawrence more prominence in order to promote all sorts of aquatic sports along the river and finally encourage the creation and development of new techniques (construction, speed, safety, etc.) in the field of leisure sailing.

To all these valiant seafarers of the Transat TAG Québec-Saint-Malo, Jacques Cartier who, somewhere, just has to be watching all this with a keen eye, must be wishing fair winds, smooth seas and godspeed.

Telecommunications Via Satellite

Canada is a leader in the world of satellite communications: the Canadian satellites in orbit around the Earth were developed under the guidance of the Department of Communications and provide vital services to the nation.

Linking isolated communities, exchanging information, telemedicine, tele-education, exploring, prospecting our natural resources, surveillance of our territories, search and rescue of accident victims, mobile radiotelephone networks, — all are examples of the concrete applications of satellite communications that the Department of Communications helps to provide to Canadians from coast to coast.

Our competence and our resources have made us world leaders in this domain. The Department of Communications has placed this most advanced technology at our disposal. Our satellites are making the benefit of space available to all Canadians.

Let's benefit from this technology, it's ours!

Government of Canada
Department of Communications

Gouvernement du Canada
Ministère des Communications

Canada

Tout l'attrait des grands voiliers

Breathtaking: the Tall Ships

Non, les grands navires, les «rois de la mer» des siècles derniers, ne sont pas disparus. Tels des Phénix, ils renaissent au vingtième siècle, plus beaux, plus majestueux: les grands voiliers. La visite d'un voilier d'époque dans un port, où qu'il soit au monde, attire toujours des foules enthousiastes. On en aura la preuve à Québec en juin prochain lors du Retour des grands voiliers, sans doute l'événement le plus spectaculaire inscrit au programme des fêtes commémorant le 450e anniversaire de l'arrivée de Jacques Cartier à Gaspé.

La corporation Québec 1534-1984, maître d'oeuvre organisatrice principale des fêtes et responsable du Retour des grands voiliers de Québec 84, s'attend qu'au moins une soixantaine de ces superbes vaisseaux, représentant plus de vingt pays, seront au rendez-vous dans le port de Québec, du 25 au 30 juin. Ils seront les ambassadeurs flottants des pays dont ils portent les couleurs.

Pourquoi des voiliers à une époque où navires et sous-marins sont mûs par l'énergie nucléaire? Sans doute parce que bien des gens se passionnent encore pour les locomotives à vapeur, les voitures anciennes, la musique de Bach... parce qu'ils ont conservé le goût du beau, de l'élégance, le respect des grandes traditions.

De nos jours, dans plusieurs pays, les grands voiliers servent à la formation de jeunes marins en complément de leur apprentissage sur des navires conventionnels. Les voiliers-écoles sont ainsi les héritiers de l'époque classique de la marine à voile au cours de laquelle aspirants officiers et matelots formaient l'équipage régulier des voiliers.

Les grands rassemblements

Les fonctions d'écoles et d'ambassadeurs flottants des grands voiliers modernes prennent des dimensions

Those graceful sailing ships, that plied the oceans one or two centuries ago have been reborn, majestic as ever. Today's Tall Ships are objects of admiration and delight that draw enthusiastic crowds everywhere in the world. The Tall Ships will be in Québec City in June as part of the festivities surrounding the 450th anniversary of Jacques Cartier's arrival at Gaspé.

The Corporation Québec 1534-1984, principal organizer of the celebrations, has confirmed that at least 60 of these magnificent ships representing more than 20 countries will rendezvous in the port of Québec between June 25 and 30. They will be the floating embassies of those countries whose colours they fly.

Why this lingering fascination for sailing ships in an era of nuclear-powered aircraft carriers and submarines? Perhaps for the same reason that so many people still have a passion for steam locomotives and vintage motorcars.

Nowadays, in many countries, the Tall Ships provide complementary education for young sailors having served as apprentice seamen on conventional ships.

The Great Gatherings

A new dimension is added to the Tall Ships functions as schools of the sea and floating embassies when they participate in races organized by the Sail Training Association (STA) and the American Sail Training Association (ASTA) and in great international gatherings such as the one in New York City in 1976, the Sail Amsterdam in 1980, the Aporvela Lisboa 1982 in Portugal and the last one in Osaka, Japan, in the fall of 1983.

encore plus vastes lorsque ces navires participent aux grandes courses organisées par la Sail Training Association (STA) et l'American Sail Training Association (ASTA) et aux grands rassemblements internationaux comme celui de New York en 1976, le «Sail Amsterdam» en 1980, l'«Aporvela Lisboa 1982» au Portugal et enfin celui d'Osaka à l'automne 1983.

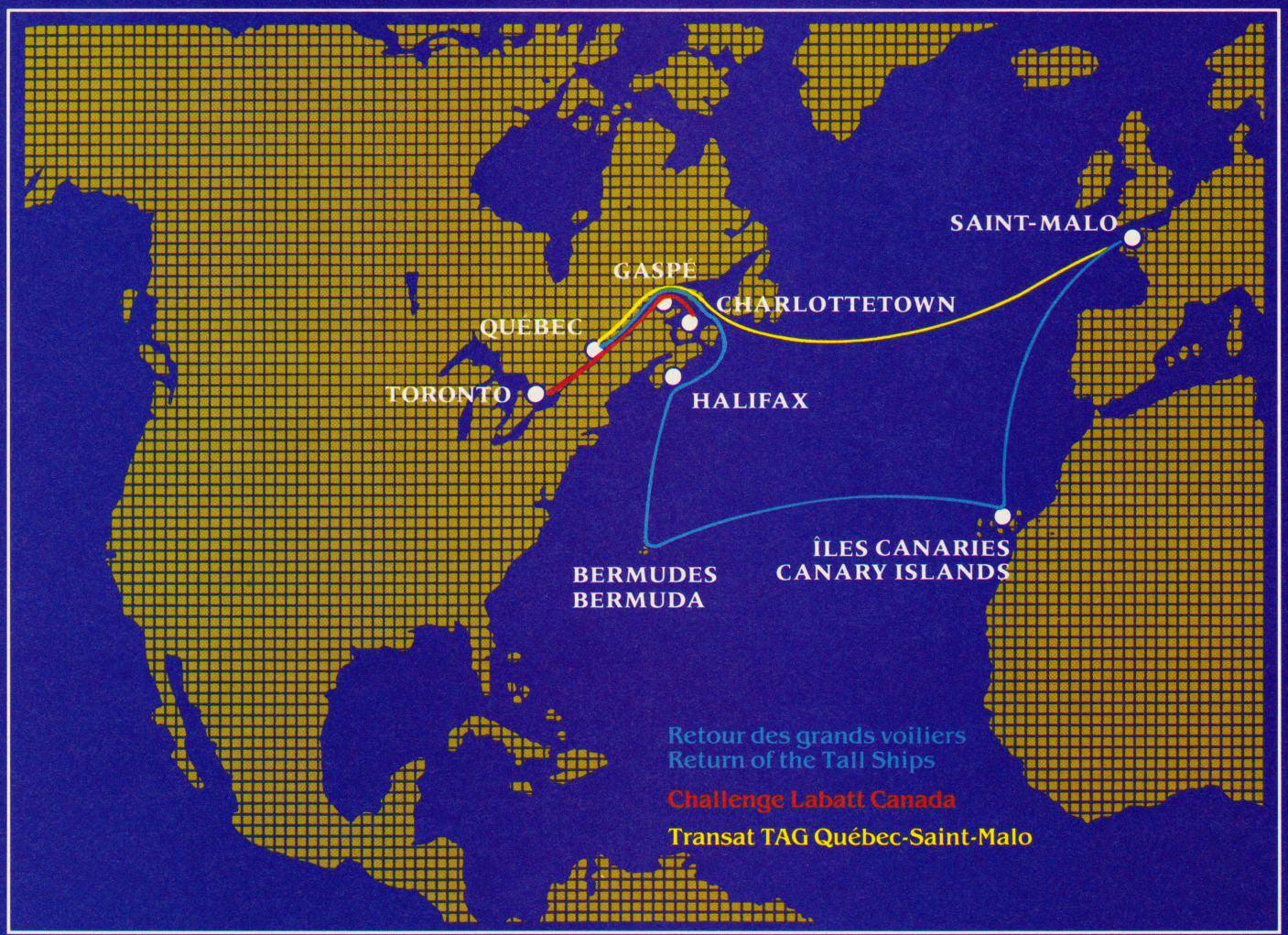
À Québec, les organisateurs accueilleront les navires et leurs équipages avec tous les égards qui leurs sont dûs et mettront à leur disposition les commodités et services essentiels à leur sécurité et bien-être: service de transport aérien pour la relève de certains équipages, activités d'accueil pour les marins, services de pilotage, de remorquage, d'accostage, de circulation maritime en collaboration avec la Garde côtière canadienne, les associations de pilotes et autres organismes membres du comité de sécurité maritime de Québec 1534-1984.

In Québec City, ships and crews will be welcomed with every consideration by an organization that has taken care of every detail to ensure their safety and well-being: air transportation for a number of relief crews, receptions for sailors, pilotage, towing and mooring services; maritime traffic control in cooperation with the Canadian Coast Guard, the associations of pilots and other members of the Maritime Safety Committee for Québec 1534-1984.

Routes and schedule

After having sailed from Saint-Malo in mid-April, vessels of the European Tall Ship fleet will compete in a race to Bermuda by way of the Canary Islands. Meanwhile, ships from South America will race between Porto Rico and Bermuda. On April 1, both fleets will merge in Bermuda and engage in a race to Halifax. En route, they will be joined by the North American participants out

Les parcours de voile Québec 1534-1984
Quebec 1534-1984 Sailing Routes



Maritime events that put their stamp on Canada.

Événements maritimes empreints d'un cachet spécial pour le Canada.

Celebrating Jacques Cartier's first voyage to Canada in 1534.

This summer, centered out of Quebec City, there will be a series of unique celebrations recalling our maritime past. One of the most spectacular events will be the "Tall Ships" visit, a tribute to Jacques Cartier, recalling his voyage 450 years ago from St. Malo, France.

These two Canadian stamps will commemorate this event... the Cartier stamp being issued jointly by Canada and France on April 20th; then Canada will honour the sailing from France to Canada with the Tall Ships Visit stamp being issued on May 18th.* These are only two of the special events and anniversaries being celebrated by Canada Post during 1984.

We at Canada Post Corporation are preparing special souvenirs of this exciting event...ideal gifts for yourself, young collectors, friends and family. Souvenirs will be available through our Philatelic Mail Order Service, Ottawa, Ontario K1A 0B5 and at our Philatelic Centres at the time of issue. For further information, just complete and mail the coupon below.

*Stamps illustrated may differ from actual issue.

Commémoration du premier voyage de Jacques Cartier au Canada, en 1534.

Cet été, Québec sera le centre d'une série de célébrations uniques qui rappelleront notre passé maritime. L'un des événements les plus grandioses sera la visite des "Grands Voiliers", hommage à Jacques Cartier et évocation du voyage qu'il entreprit de Saint-Malo (France), il y a 450 ans.

Ces deux timbres commémoreront l'événement...celui consacré à Jacques Cartier sera émis conjointement par le Canada et la France le 20 avril; puis, notre pays soulignera la traversée France-Canada des Grands Voiliers par l'émission, le 18 mai, d'un timbre en l'honneur de leur visite.* Ce ne sont là que deux des manifestations et anniversaires spéciaux que les Postes canadiennes marqueront en 1984.

La Société des Postes prépare actuellement des souvenirs spéciaux de ces célébrations...ce seront des cadeaux parfaits à s'offrir soi-même ou à offrir à de jeunes collectionneurs, à des parents ou à des amis. On pourra les obtenir du Service des commandes postales philatéliques, Ottawa (Ontario) K1A 0B5 ou se les procurer directement dans les différents centres philatéliques, à compter de la date d'émission. Pour obtenir de plus amples renseignements, il suffit de remplir et de poster le bulletin de commande ci-dessous.

*Les timbres représentés ne sont pas forcément ceux qui seront émis.

To: Philatelic Service
Canada Post Corporation
OTTAWA, Ontario
K1A 0B5

Please send me complimentary information:

- ☐ **on the Cartier and Tall Ships issues;**
- ☐ **on a regular basis about Canadian postage stamps, collections and packs.**

Au: Service philatélique
Société canadienne des Postes
OTTAWA (Ontario)
K1A 0B5

Veuillez me faire parvenir de la documentation gratuite

- ☐ **sur les émissions consacrées à Jacques Cartier et aux Grands Voiliers;**
- ☐ **régulièrement sur les timbres-poste, collections et pochettes souvenir émis par les Postes canadiennes.**

PLEASE PRINT IN BLOCK LETTERS/PRIÈRE D'ÉCRIRE EN LETTRES MAJUSCULES

Initials/Initiales | Family Name/Nom de famille

Street Address/Adresse | City/Ville | Prov. Terr./T. | Postal Code/Code postal

Suite des *grands voiliers...*

Parcours et calendrier

Après avoir quitté Saint-Malo à la mi-avril, les voiliers de la flotte européenne disputeront une course jusqu'aux Bermudes avec escale aux îles Canaries. Entre-temps, une autre course, entre des voiliers venus surtout d'Amérique du Sud, aura lieu entre Porto Rico et les Bermudes que les deux flottes réunies quitteront le 1er juin pour une nouvelle course vers Halifax, où se rallieront des voiliers nord-américains partis de Portsmouth, New Hampshire. À Halifax, du 10 au 13 juin, le séjour des grands voiliers sera marqué de cérémonies officielles et de réjouissances populaires. Au cours du séjour à Gaspé, du 18 au 20 juin, on évoquera Jacques Cartier et son exploit, principale raison de la présence des grands voiliers dans nos eaux.

... et enfin à Québec

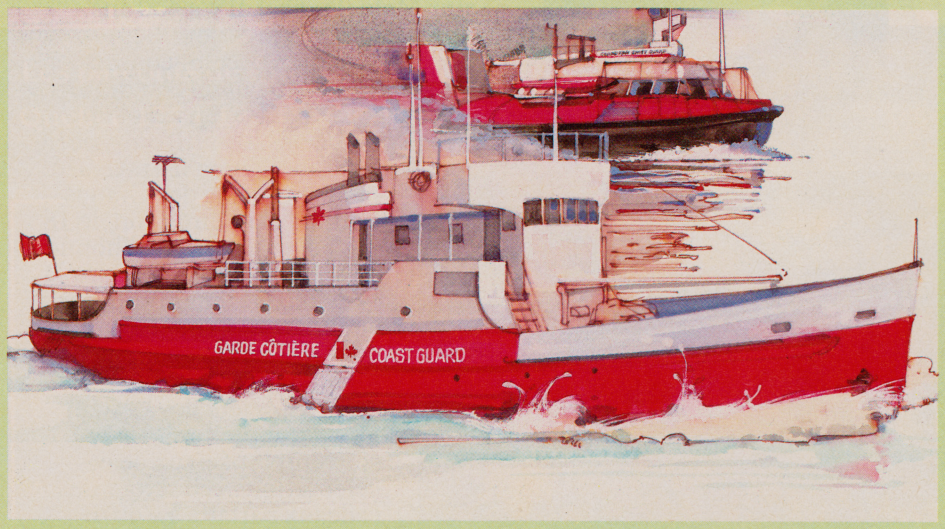
Les grands voiliers, amarrés au Vieux-Port, site de Québec 84, seront à Québec du 25 au 30 juin. Le public pourra les visiter pendant cette période. Le 27 juin, plus de 3 000 membres d'équipage des grands voiliers défileront dans les rues de Québec et après cinq jours de fêtes mémorables, les grands voiliers salueront une dernière fois la ville de Québec lors d'un incroyable défilé sur le Saint-Laurent, le samedi, 30 juin... un aurevoir plutôt qu'un adieu!

Continued from *the Tall Ships...*

of Portsmouth, New Hampshire. From June 10 to 13, official ceremonies and festivities will mark the Tall Ships' visit to Halifax. During a brief stay in Gaspé, from June 18 to June 20, the very reason for the Tall Ships' presence in Canadian waters, Jacques Cartier's journey and arrival, will be recalled.

A five-day stay in Québec

Moored at the Vieux-Port, the Tall Ships will stay in Québec City from June 25 to 30. Visits to the ships will begin on June 25. On June 27, more than 3,000 crew members of the Tall Ships will parade through the streets of Quebec City and after five memorable days of festivities, the Tall Ships will parade down the St. Lawrence on June 30 for a final salute and farewell to their hospitable host city.



Québec 1534-1984 et la Garde côtière canadienne

Le retour des grands voiliers, le Challenge Labatt Canada, la Transat TAG Québec-Saint-Malo ne pourraient faire partie des festivités de Québec 84 sans l'apport de la Garde côtière canadienne.

C'est à la Garde côtière que reviendra la tâche d'ouvrir la route aux grands voiliers, de s'assurer que les plaisanciers se tiendront à une distance respectable des navires, de voir à la sécurité de tous les bateaux, de surveiller les communications radio et enfin, de répondre aux appels d'assistance, qu'ils soient émis par les plus petites embarcations ou les grands navires.

La section recherche et sauvetage de la Garde côtière répond aux appels de détresse provenant de tout genre de navire, embarcation ou aéronef; aide les marins, pêcheurs et plaisanciers ayant besoin de soins médicaux et encourage la sécurité nautique en collaboration avec les corps policiers et autres organismes.

Pour ce faire, la Garde côtière, au Québec, dispose d'un matériel spécialisé: brise-glaces, baliseurs, hélicoptères et d'un aéroglisseur qui répondent aux situations d'urgence.

Au cours de l'été prochain, la Garde côtière travaillera encore plus étroitement, si possible, avec l'Administration de pilotage des Laurentides. Chaque navire de plus de 100 pieds (30,5 m) qui montera ou descendra le fleuve, entre les Escoumins et Québec, à l'occasion des événements nautiques de Québec 84, devra faire appel à un des 240 pilotes brevetés qui assurent la sécurité de la navigation sur le Saint-Laurent, car le pilotage sur le fleuve se heurte, tôt ou tard, à toutes les difficultés de navigation: marées, brume, courants en diagonale, hauts-fonds, chenaux sinueux parsemés d'écueils et tourmentés par des courants atteignant six noeuds en plusieurs endroits.

Jacques Cartier aurait eu avantage à se prévaloir des précieux services des associations de pilotes et de la Garde côtière canadienne.

Québec 1534-1984 and the Canadian Coast Guard

The Return of the Tall Ships, the Challenge Labatt Canada and the Transat TAG Québec-Saint-Malo just could not be held without the active participation of the Canadian Coast Guard.

It will be the Coast Guard's job to clear the way for the Tall Ships, to see that pleasure craft keep a safe distance, to ensure the safety of all vessels, to monitor radio communications and to answer calls for help during the Québec 84 festivities.

The Canadian Coast Guard search and rescue division responds to distress calls from all types of boats, ships and aircraft; provides assistance to sailors, fishermen and pleasure-boaters who need help and promotes boating safety in co-operation with police forces and related organizations. The Coast Guard fleet includes icebreakers, buoy tenders, helicopters and an air-cushion vehicle for rescue operations.

Next summer, the Coast Guard will work even more closely than usual with the Laurentian Pilotage Authority. Every ship 100 feet in length or more, going up or down the river between Les Escoumins and Québec during the Québec 84 festivities, will be guided by one of the 240 licensed pilots whose task it is to steer each ship safely through the channel. Pilotage on the St. Lawrence is a complex exercise that must overcome every conceivable obstacle to navigation: fog, tidal movements, cross-currents, shoals, narrow twisting channels studded with reefs and swirling with currents that can reach up to six knots in some areas.

Surely Jacques Cartier could have used such valuable navigational expertise.

Are you sure you'd choose your rye blindfolded?

It's surprising how many people choose the same whisky year after year and never know if it really tastes best.

That's why we challenge you to take our blindfold test.

Taste your whisky. Then Seagram's V.O.

We're sure you'll agree Seagram's V.O. is Canada's finest.

Seagram's V.O.

Finest by Far.

WE'RE MORE THAN LONG DISTANCE.

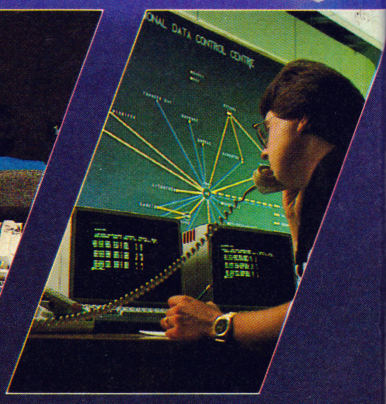
Your telephone company and the other members of Telecom Canada are dedicated to providing you with the best possible long distance service and more. We're office messaging services, teleconferencing services, voice and data networks, human resources, research and development.

In fact, Telecom Canada makes possible the nation's largest, most complete telecommunications network. Providing you with all the voice, data and image services, you'll need today and tomorrow.

LONG DISTANCE SERVICES. Our many different Long Distance services offer new cost-effective ways to improve employee productivity, increase sales, and expand market coverage.

OFFICE MESSAGING SERVICES. Telecom Canada provides a number of new products and services that are revolutionizing the way workers access and send information. Best of all, they're simple and easy to use.

TELECONFERENCING SERVICES. Small groups in two or more different locations can now conduct meetings electronically without leaving town. Many different conferencing services are available to serve your various meeting requirements.



VOICE AND DATA NETWORKS. Telecom Canada's networks rank among the world's best for efficiency, reliability, and cost. We can design a network for your business needs, small or large, with unequalled availability and flexibility.

Through cooperative service and combined resources, the 10 member companies of Telecom Canada continue to keep Canada in the forefront of telecommunications. And are now more prepared than ever to be your communications lifeline. With a commitment backed by 50 years of experience, 100,000 employees, and billions invested in state-of-the-art equipment. All under one roof. At your fingertips. As close as your phone.

Alberta Government Telephones
B.C. Tel
Bell Canada
Island Tel, PEI
Manitoba Telephone System
Maritime Tel & Tel
NBTel
Newfoundland Telephone
Saskatchewan Telecommunications
Telesat Canada

HUMAN RESOURCES. Since 1931 our employees have met your telecommunications needs with expertise both in the office and in the field. So our networks and services work at peak efficiency to provide reliable, inexpensive national telecommunications.

RESEARCH AND DEVELOPMENT. On-going research and development projects in satellite technology, fiber optics and cellular radio continue to provide you with one of the most sophisticated telecommunications networks in the world.

Telecom Canada

YOUR COMMUNICATIONS LIFELINE

Par ses programmes d'arts et culture, le ministère des Communications du Canada favorise la créativité à tous les niveaux, tant au pays que sur la scène mondiale. Il répond aux besoins des professionnels des arts visuels et de la scène, des musées et des galeries d'art, des industries culturelles comme le disque, l'édition de livres et périodiques, la production de films et vidéos, et tant d'autres expressions de notre identité culturelle.

La créativité des Canadiens, dans tous les domaines d'expression artistique et culturelle, contribue à notre essor et à l'épanouissement de notre identité nationale.

Profitons-en, cette culture, c'est la nôtre!

Canada

Gouvernement du Canada
Ministère des Communications

Government of Canada
Department of Communications

Le Vieux-Port, un site idéal

The Vieux-Port, an ideal site

Entrer dans le territoire du Vieux-Port de Québec, c'est découvrir un nouveau monde à la fois moderne et historique. Tout y baigne dans une atmosphère particulière de mer et de ville qui renoue, par son activité retrouvée, avec l'achalandage d'antan. La Société du Vieux-Port, mandatée par le gouvernement du Canada, dirige ce site unique à vocation commerciale, résidentielle, culturelle et récréative.

Compte tenu des 63 jours de spectacles et de manifestations culturelles originales au programme, la corporation Québec 1534-1984 avait besoin d'un site exceptionnel pour accueillir les centaines de milliers de visiteurs qui assisteront et participeront aux fêtes de l'été prochain. Les bassins, quais, promenades, amphithéâtre, lieux de rassemblement et le port de plaisance, font du Vieux-Port de Québec le site idéal pour la tenue d'événements d'envergure.

L'Agora, amphithéâtre de la Pointe-à-Carcy, pourra accueillir dans un décor féerique jusqu'à 10 000 spectateurs. On y présentera des spectacles de variété, des concerts, des pièces de théâtre. Un plus petit amphithéâtre de 500 places complète l'ensemble.

Le Centre d'interprétation

Le Centre d'interprétation, en bordure des quais Renaud, rappelle les activités qui firent les beaux jours du port de Québec au siècle dernier: la construction navale et le commerce du bois. On y découvrira les techniques des constructeurs de bateaux d'hier, les outils d'époque qu'on utilisera pour la construction d'un bateau qu'on verra s'achever progressivement sur les lieux. On y fera revivre à l'aide de l'audio-visuel l'activité du port.

As you enter the site of Le Vieux-Port de Québec, you discover a fascinating new world where modern living blends with the historical charm of Québec City's old harbour. The atmosphere of sea and city recalls the vibrant activity of bygone days. La Société du Vieux-Port, commissioned by the Government of Canada, manages this unique re-animation project which is to serve commercial, residential, cultural and recreational purposes.

With its 63-day schedule of cultural activities, the Corporation Québec 1534-1984 needed an exceptional site to welcome the hundreds of thousands of visitors who will attend and participate in next summer's festivities. The Bassin Louise, the docks, the promenade, the amphitheatre, the public squares make the Vieux-Port the ideal site for major events.

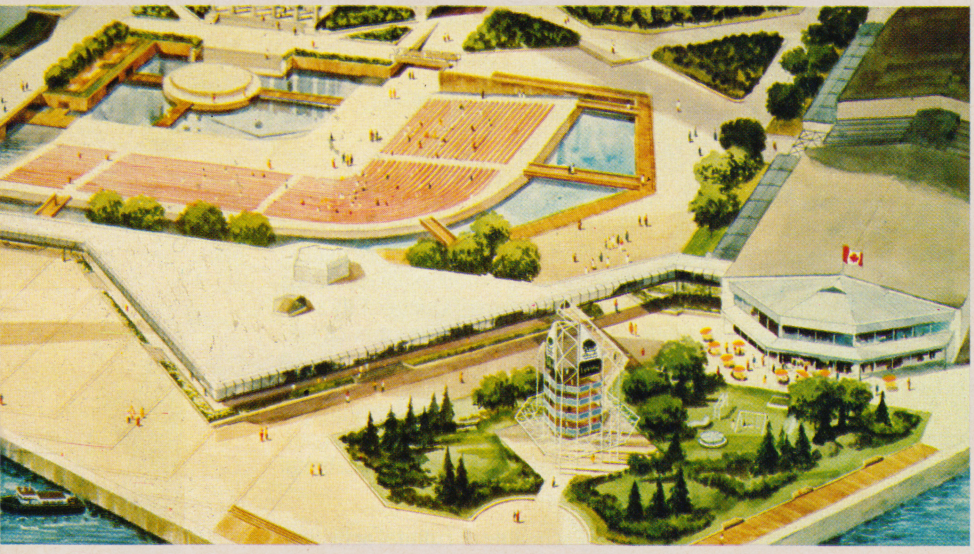
The Agora, a spectacular amphitheatre at La Pointe-à-Carcy, will accommodate up to 10,000 spectators attending variety shows, concerts and stage plays. A smaller 500-seat amphitheatre is also available for various artistic endeavours.

The Interpretation Centre

The Interpretation Centre, near the Renaud docks, recalls the activities that were the lifeblood of the Québec harbour during the 19th century: naval construction and the lumber trade. Visitors will discover the techniques and tools used by yesterday's boat builders. A boat will actually be built at the Centre during the summer. Through audio-visual presentations, visitors will relive the days when Québec City was the world's largest shipbuilding site.

The 20,000 sq. ft. (1 858 m^2) Science and Technology pavilion will take visitors on a

Suite du *Vieux-Port*...



Le pavillon «Science et techniques», de 20 000 pieds carrés (1 858 m²), propose aux visiteurs un voyage sur le Saint-Laurent dans une salle de simulation où son et image donnent l'impression d'entreprendre un voyage de nuit en mer.

L'écluse

À l'entrée du Bassin Louise, une construction unique par sa forme. C'est l'écluse du Vieux-Port. En maintenant le niveau d'eau constant à l'intérieur du bassin, elle a permis l'aménagement du port de plaisance où 400 embarcations pourront accoster. La vigie, poste de contrôle, regroupe les mécanismes d'opération de l'écluse et du pont-bascule.

Outre les installations permanentes faisant partie du Vieux-Port, on a aménagé des scènes, des aires de loisirs, des structures temporaires pour les expositions, des restaurants et comptoirs divers.

Le Vieux-Port, d'une superficie de 72 acres (33 ha), offre un parcours d'environ quatre kilomètres. Selon leurs goûts, les visiteurs pourront choisir de s'intéresser plus particulièrement à tout ce qui est de nature historique, aux grands spectacles, aux sciences techniques, ou tout simplement de se promener le long des bassins ou de se reposer dans un coin ombragé.

Semaines thématiques

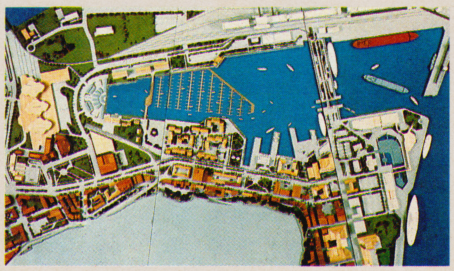
La semaine du Retour des grands voiliers, qui donnera un aperçu de ce que sera le reste de l'été, sera suivie de deux semaines mettant l'accent sur la force physique et la fête du jeu.

Suivront six semaines au cours desquelles les peuples du Canada seront invités à exprimer leur culture: les Amérindiens et Inuit (16 juillet), les Scandinaves (23 juillet), les Celtes (30 juillet), les Anglo-Saxons (6 août), les Latins (13 août) et les peuples d'Asie et d'Afrique (20 août).

Le 1er juillet, des festivités populaires auront lieu au Vieux-Port à l'occasion de la Fête du Canada.

Le réaménagement du Vieux-Port de Québec nécessite des investissements de plus de 110 millions de dollars de la part du gouvernement du Canada d'ici 1987.

Continued from *Vieux-Port*...



"voyage" down the St. Lawrence in a simulation room where sights and sounds will create the impressions and the sensations of a night journey at sea.

The lock-gate

At the entrance of Bassin Louise, a uniquely-shaped construction: the lock-gate of the Vieux-Port. By maintaining the basin's water level, it became possible to build the marina where some 400 mooring spaces will be provided. The watchtower or control post contains all the equipment necessary to open the lock-gate and drawbridge.

The Vieux-Port covers 72 acres (33 ha) and features some four kilometres of pathways. According to their tastes or whims, visitors will focus their interest on attractions of an historical nature, major stage productions, science and technology or simply choose to walk leisurely along the docks or relax in a shaded spot.

Theme Weeks

The week of the Return of the Tall Ships marks the beginning of summer-long activities. During the following weeks, the peoples of Canada will be invited to display their individual arts and cultures: Indians and Inuit (July 16), the Scandinavians (July 23), the Celts (July 30), the Anglo-Saxons (August 6), the Latins (August 13) and the peoples of Asia and Africa (August 20).

Special festivities are scheduled for Canada Day, July 1, at the Vieux-Port.

The planned rejuvenation of the Vieux-Port de Québec involves an investment of more than $110 million by the Government of Canada up to 1987.

The Québec 84 summer program has been designed with the family in mind. The cultural and entertainment aspects of the program will allow Québec 84 passport holders to take in a variety of top-notch shows and permanent attractions on the site.

Filez, filez les Voiles filantes

Those fabulous Flying Sails

Il n'est pas donné à tout le monde de tout savoir. Un cliché? Bien sûr, mais uniquement pour faire le point. M. Beaulieu de Ste-Foy croit peut-être qu'un Laser est une espèce de rayon lumineux, cependant que Mme Dubé, de Ville d'Anjou pourrait bien être d'avis qu'un 470 est un gros avion à réaction. Puisque nous allons parler des Voiles filantes Labatt Bleue, voici un petit lexique qui permettra aux non-initiés de s'y retrouver dans l'article qui suit:

Windsurfer: planche à voile contrôlée par un véliplanchiste.

Dériveur: petit voilier muni d'une dérive ou aileron sous l'eau, qui l'empêche de dériver. Le 470, le Laser et le Laser II sont des dériveurs plus ou moins grands.

Prindle 16: catamaran ou voilier à deux coques.

Ceci étant dit...

... jamais une aussi importante concentration d'épreuves de petits voiliers et de planches à voile n'auront été tenues au Canada. De la mi-juin à la mi-août, sept championnats nationaux et internationaux seront disputés à Québec et à Gaspé. Cette grande fête des voiliers légers réunira quelque 1 400 dériveurs et planches à voile sur lesquels s'affronteront des concurrents des dix provinces canadiennes, des États-Unis, des Antilles, d'Amérique du Sud et d'Europe.

Des épreuves accessibles à tous

De tous les événements nautiques de Québec 84 — retour des grands voiliers, Challenge Labatt Canada, Transat Tag Québec-Saint-Malo — les compétitions des Voiles filantes sont celles qui se

Jacques Cartier, knowledgeable seafarer that he was, probably would have been at a loss to explain the finer points of Windsurfing. In the early 16th century, weekend sailors spending a leisurely afternoon on a dinghy off the coast of Britanny were, we can only surmise, very few in number.

Now picture if you will a dazzling array of colourful sails, hundreds of healthy, suntanned men, women and children, and a wide assortment of sailboards, light sailboats, dinghies and catamarans bobbing in a sundrenched bay. Nice? To the practical uses of water, progress and people seeking the good life have added enjoyment and the thrill of competing in modern-day nautical sports.

And that's what the Labatt Blue Flying Sails events are all about. Never before have so many important competitions for windsurfers and small sailboats been held at one time in Canada. From mid-June to mid-August, seven national and international championships will be on the line in Québec and Gaspé. This great celebration for light sailing craft will bring together some 1,400 dinghies and windsurfers with competitors from the 10 Canadian provinces, the United States, the Caribbean, South America and Europe.

Where the sailing buff has his day

Of all the nautical events scheduled by Québec 84 — Return of the Tall Ships, Challenge Labatt Canada, Transat TAG Québec-Saint-Malo — the Flying Sails competitions are the ones for sailing buffs and weekend sailors. The Flying Sails races are specifically designed to: a) allow amateurs to participate in high-calibre events; b) prom-

rapprochent le plus des plaisanciers amateurs de voile, des marins de fin de semaine. Les objectifs que se sont fixés les organisateurs de ces compétitions sont les suivants: a) permettre à des amateurs de participer à des épreuves de haut calibre; b) favoriser l'essor d'un sport nautique populaire; c) encourager l'initiation à la navigation à voile et d) développer des liens d'amitié chez les jeunes amateurs de petites voiles.

Les compétitions

Si les compétitions s'échelonnent sur plusieurs semaines, c'est pour s'assurer que chacun des championnats bénéficiera de la meilleure organisation possible. On veut que tous les participants, venus rendre hommage à Jacques Cartier, soient agréablement impressionnés par ce qu'ils auront fait, par ce qu'ils auront vu à Québec et à Gaspé.

Les Voiles filantes Labatt Bleue

Québec et Gaspé reçoivent à l'été 84 les mordus de la voile de tout le continent à l'occasion de sept championnats nationaux et internationaux réunissant des milliers de dériveurs, de catamarans et de planches à voile. Cette fête de la jeunesse et de l'amitié promet des performances spectaculaires dans la Baie de Beauport, la Baie de Gaspé et sur le Lac Saint-Joseph.

Les Voiles filantes — des sites enchanteurs

Trois plans d'eau exceptionnels ont été retenus pour le déroulement de l'ensemble des régates des Voiles filantes. Ces sites seront utilisés successivement pour assurer les conditions de navigation propres à chaque compétition.

Le Lac Saint-Joseph — À 35 km de Québec, le Lac Saint-Joseph présente un plan d'eau fermé, exempt de tout courant ou marée. Les conditions typiques de lac qu'on y trouve de même que la beauté du décor en font le premier choix de nombreux amateurs de voile de la région de Québec.

La Baie de Beauport — À proximité immédiate du centre des activités de Québec 84, la Baie de Beauport est le site de la région de Québec qui offre la plus grande superficie d'eau navigable. — Conditions plus complexes que sur les lacs. — Marée, courants. — Amphithéâtre naturel pour observer les compétitions.

La Baie de Gaspé — À 700 km à l'est de Québec. Le site par excellence pour la tenue de championnats majeurs. — Conditions idéales et décor naturel d'une rare beauté. — Nombreuses festivités organisées par la Corporation du 450e anniversaire de Cartier à Gaspé.

The Flying Sails — excellent sites

Three excellent bodies of water will be used for the Flying Sails regattas. Each site will, in turn, ensure the required navigation conditions for each competition.

Lac St-Joseph — Situated some 35 km from Québec City, the lake provides a closed body of water unaffected by currents and tides. Due to its typical wind and wave conditions, this lake is a favorite with Québec City region sailing buffs.

Baie de Beauport — Very close to the central site of the Quebec 84 activities, the bay of Beauport offers the largest navigable stretch of water in the area. — More complex conditions than those found on lakes. — Tides and currents. — Natural amphitheatre for thousands of spectators attending the competitions.

Baie de Gaspé — Situated 700 km east of Québec City. — Excellent setting for major championships. — Ideal conditions and breathtaking scenery. — Numerous activities organized in conjunction with the Jacques Cartier 450th anniversary celebrations in Gaspé.

Continued from *Flying Sails...*

ote the rise of a popular aquatic sport; c) encourage people to take up sailing and d) develop bonds of friendship among young amateur sailors.

The competitions

Competitions will be held over several weeks, to help ensure organizational efficiency for each championship.

June 22 to July 1:
Junior Canadian Championship — single and double-handed — 50 identical Laser and Laser II — 70 participants (Québec).

July 1 to 8:
North-American Laser Championship — Limited to 250 boats (Québec).

July 10 to 15:
10-Province Championship (Laser, Prindle 16, Windsurfer) — 1st heat (Gaspé).

July 17 to 22:
North American Prindle 16 Championship — 75 catamarans expected from the Americas, particularly the U.S. — First North-American Championship in this category (Québec).
10-Province Championship (Laser, Prindle 16, Windsurfer) — 2nd heat (Québec).

July 31 to August 6:
North-American 470 Championship — 75 boats expected — the 470 is an Olympic class boat (Québec).

August 9, 10, 11, 12:
Canadian Women's Dinghy Championship — single and double-handed (Québec).

August 14, 15, 16, 17, 18, 20, 21, 22, 23:
Western Hemisphere Windsurfer Championship (Québec).

A number of world champions will defend their titles at the Flying Sails events. Andy Roy, 25, Canadian Laser champion, and Andrea Livingston, 27, European free-style Windsurfer champion (all categories) will be participating. Speed and free-style Windsurfer exhibitions by professionals will also be featured.

Quelques jours de joyeuse immersion dans la vie culturelle québécoise? – Toutes les richesses du passé et du présent sont là, à la portée de la main. Festivals et théâtres d'été, artisans et musées, sans oublier les grands voiliers. Un été unique en Amérique!

Il y a quatorze mille auberges, hôtels et restaurants qui vous attendent cet été au Québec, pour le plaisir de découvrir.

Offrez-vous un petit luxe de grande culture, pour quelques jours ... et découvrez.

Pour toute information, téléphonez sans frais au
873-2015 (Montréal) ou au
1-800-361-5405 (ailleurs au Québec)
ou écrivez à **TOURISME QUÉBEC,**
Ministère de l'Industrie,
du Commerce et du Tourisme
C.P. 20 000, Québec, Québec G1K 7X2

Québec

du MAURIER
AND
du MAURIER LIGHT
REGULAR AND KING SIZE

For people with a taste for something better.

WARNING: Health and Welfare Canada advises that danger to health increases with amount smoked—avoid inhaling. Av. per cigarette: du Maurier Light: Reg: 9 mg "tar", 0.8 mg nicotine; King Size: 11 mg "tar", 1.0 mg nicotine. du Maurier: Reg: 13 mg "tar", 1.0 mg nicotine; King Size: 16 mg "tar", 1.2 mg nicotine.

Suite des *Voiles filantes...*

Le calendrier:

22 juin au 1er juillet:
Championnat canadien junior (Québec)

1er au 8 juillet:
Championnat nord-américain de Laser (Québec)

10 au 15 juillet:
Championnat des 10 provinces (Laser, Prindle 16, Windsurfer), 1ère manche (Gaspé)

17 au 22 juillet:
Championnat nord-américain de Prindle 16 (Québec)

Championnat des 10 provinces (Laser, Prindle 16, Windsurfer), 2e manche (Québec)

31 juillet au 6 août:
Championnat nord-américain de 470 (Québec)

9 au 12 août:
Championnat canadien féminin (Québec)

14 au 23 août:
Championnat Export A de l'hémisphère ouest de Windsurfer (Québec)

Les régates des Voiles filantes réuniront des champions mondiaux qui mettront leurs trophées en jeu. Andy Roy, 25 ans, champion canadien sur Laser et Andrea Livingston, 27 ans, championne d'Europe de style libre sur Windsurfer toutes catégories ont confirmé leur participation, ainsi que d'autres vedettes du dériveur et de la planche à voile.

L'air pur, l'eau, le soleil et des sites extraordinaires feront des Voiles filantes des épreuves agréables à regarder et tellement reposantes.

Des ports de refuge accueillants

Le ministère fédéral de l'Expansion économique régionale, Industrie et commerce, en collaboration avec Tourisme Canada, a annoncé que neuf ports de refuge seront mis à la disposition des visiteurs et plaisanciers à compter de mai prochain, sur le Saint-Laurent, entre Québec et Sept-Îles. Les travaux, au coût de 9$ millions, ont débuté l'automne dernier avec le dragage de certains bassins, l'aménagement et l'agrandissement des quais. Les quais agrandis sont à Sillery (amarrage porté de 305 à 355 unités), Neuville (de 60 à 85 unités), Tadoussac (de 50 à 80 unités).

D'autre part, grâce aux aménagements effectués, on pourra accueillir 100 bateaux à Lévis, 100 à Saint-Laurent de l'Île d'Orléans, 55 à Cap-à-l'Aigle, 50 à l'Île-aux-Coudres et 100 bateaux à Sept-Îles.

Attractive and useful marine shelters

The federal Department of Regional Industrial Expansion, in cooperation with Tourism Canada, announces that nine marine shelters will be at the disposal of visitors and small craft sailors on the St. Lawrence, between Québec City and Sept-Îles, starting in May of this year. Projects worth $9 million, have been under way since early fall 1983 with dredging of dock areas, construction and expansion of docking facilities. At Sillery there will be 50 added mooring places for a total of 355; at Neuville, 25 more places for a total of 85 and at Tadoussac, 30 more for a total of 80.

New construction will provide mooring facilities for 100 boats at Lévis, 100 at Saint-Laurent on the Isle of Orléans, 55 at Cap-à-l'Aigle 50 at l'Île-aux-Coudres and 100 at Sept-Îles.

Quelques jours de festivals, de carnavals ou de grands événements, pour le plaisir de rire et de rencontrer des gens. – Les manifestations sont nombreuses et la joie de vivre, toujours au rendez-vous.

Il y a quatorze mille auberges, hôtels et restaurants qui vous attendent cet été au Québec, pour vous dorloter et vous faire déguster une cuisine qu'on nous envie, partout en Amérique. Profitez-en pendant quelques jours... et fêtez.

Pour toute information, téléphonez sans frais au
873-2015 (Montréal) ou au
1-800-361-5405 (ailleurs au Québec)
ou écrivez à **TOURISME QUÉBEC,**
Ministère de l'Industrie,
du Commerce et du Tourisme
C.P. 20 000, Québec, Québec G1K 7X2

Québec

CHALLENGE
LABATT
CANADA

Un Challenge de taille

The Challenge, a friendly rivalry

Une course de voiliers au cours de laquelle on peut rencontrer à peu près toutes les conditions de navigation imaginables: eau douce, eau salée, courants rapides, marées, hauts-fonds.

Une course où tous les bateaux, des C&C 35, sont identiques, où l'habileté, la détermination, la précision dans la manœuvre, les qualités de marins sont exigées à tous les instants de chaque membre de l'équipage.

Cette course c'est le Challenge Labatt Canada, la première grande course de voiliers par étapes en Amérique du Nord. Disputée sur une distance de 1 000 milles (1 600 km), entre Toronto et Charlottetown, Île-du-Prince-Édouard, elle met aux prises dix équipages représentant chacune des provinces canadiennes: une rivalité amicale entre marins d'un même pays.

Le 23 juin prochain à 10 heures, les dix voiliers participant au volet national du Challenge, le Championnat Labatt interprovincial de course au large, prendront le départ devant le Royal Canadian Yacht Club de Toronto. D'autre part, plus de 500 autres voiliers, venus de partout en Amérique, participeront au Championnat Labatt hautrivier du Saint-Laurent, deuxième volet du Challenge.

Les équipages des voiliers inscrits à la course interprovinciale ont été minutieusement choisis par les dix associations provinciales de voile. Onze clubs de yachting canadiens participent à l'organisation technique de la compétition.

Des équipages bien entraînés

L'entraînement des équipages a débuté l'an dernier et les essais des bateaux en mer ont été concluants. En mer? Oui! Il

A sailing race in fresh water then salt water, through swift currents, tides and shoals.

A sailing race in which all boats, C&C 35s, are identical and where proficiency, determination, precise manœuvring and expert seamanship are constantly required from each crew member.

This is the Challenge Labatt Canada race, the first major multiple-leg race for single-design sailboats ever held in Canada. It will cover a distance of more than 1,000 miles (1 600 km) and will involve 10 teams, each representing a Canadian province.

The Challenge is in fact two races in one. On June 23, at 10 a.m., the 10 boats participating in the Labatt Interprovincial Offshore Championship race will cross the starting line in front of the Royal Canadian Yacht Club in Toronto, while more than 500 sailboats from across North America will enter the other stage of the Challenge, the St. Lawrence Offshore Championship race.

Crews for the Interprovincial race have been hand-picked by 10 provincial sailing associations and 11 clubs hosting the races participate in the technical organization of the competition.

Well-trained crews

Crews went into training last year and offshore tryouts were conclusive, proving the boats' seaworthiness. The main competition will be held through five Canadian provinces (three Maritime provinces) over a period of four weeks.

There are six races in the competition, falling into one of three categories (A, B, C) according to distance. A seventh promotional race will be held in Montréal.

Suite de *Un Challenge...*

faut se rappeler que la compétition principale se déroulera à travers cinq provinces canadiennes, dont trois provinces de l'Atlantique et s'échelonnera sur quatre semaines.

La compétition comprend six courses classées en trois catégories (A, B, C), en fonction de leur longueur. Une septième course de promotion aura lieu à Montréal.

À chaque escale en cours de route, des fêtes à caractère régional accueilleront les voiliers et bien sûr, à Charlottetown, le trophée sera remis à la province gagnante. De nombreux

autres prix seront décernés lors de cérémonies officielles présidées par le Gouverneur général du Canada au Confederation Hall.

Le championnat hautrivier

Les concurrents inscrits au Championnat hautrivier du Saint-Laurent disputeront la course de longueur A, une course de longueur B au choix et deux courses de longueur C au choix, sur des bateaux répartis en deux catégories: ceux de 7,32 m (24 pieds) de long et plus (IOR) et ceux de 8,23 m (27 pieds) et plus (PHRF). Ils pourront participer à un plus grand nombre de courses mais ils recevront les meilleurs points dans les courses de longueurs B et C.

Calendrier des compétitions

23 juin:
Toronto-Kingston
140 milles marins
longueur B

27 juin:
Montréal
course de promotion
bateaux C&C 35

2 juillet:
Québec
20 milles marins autour de bouées
longueur C

7 juillet:
Rimouski-Rivière-au-Renard
210 milles marins
longueur B

12 juillet:
Île Bonaventure
33 milles marins
longueur C

14 juillet:
Gaspé-Îles-de-la-Madeleine-Shediac
350 milles marins
longueur A

20 juillet:
Shediac-Charlottetown
60 milles marins
longueur C.

Les bateaux

Le Challenge Labatt Canada (Championnat interprovincial de course au large) sera disputé par dix équipages concurrents sur un même type de voilier, le C&C 35, édition Challenge Canada.

Le choix du voilier a été fait selon des critères de sélection tenant compte de la performance, de l'adaptation de l'équipement en fonction des courses, ainsi que des antécédents de la compagnie chargée de construire le bateau. Le C&C 35 est fabriqué à Niagara-on-the-Lake, Ontario, par C&C Manufacturing Limited.

Fiche technique

La coque et le pont du voilier C&C 35 sont faits d'un aggloméré de balsa et de fibre de verre.

Longueur hors-tout:	10,56 m (34.65 pieds)
Tirant d'eau:	1,96 m (6.42 pieds)
Voilure:	53,51 m² (576 pieds²)
Gouvernail:	à roue
Moteur:	Diesel 50 HP
Couchettes:	huit
Équipage maximum:	sept équipiers

Continued from *The Challenge...*

There will be regional festivities awaiting the boats and crews at every port of call along the way. In Charlottetown, the Challenge trophy will be handed to the winning province. Numerous other prizes will be awarded during the official ceremonies presided over by the Governor General of Canada at Confederation Hall.

The St. Lawrence Offshore Championship

Entrants in the St. Lawrence Offshore Championship races will compete in the A distance race, one B distance race of their own choice and two C distance races of their choice on boats from either of two categories: boats having a length of 7.32 metres (24 feet) or more (IOR) and those having a length of 8.23 metres (27 feet) or more (PHRF). Boats may compete in more races but they will be awarded the highest points earned from the B and C distance races.

The schedule

June 23:
Toronto-Kingston
140 nautical miles
distance B

June 27:
Montréal
promotional race
C&C 35 boats

July 2:
Québec City
20 nautical miles
distance C

July 7:
Rimouski-Rivière-au-Renard
210 nautical miles
distance B

July 12:
Bonaventure Island
33 nautical miles
distance C

July 14:
Gaspé-Magdalen Islands-Shediac
350 nautical miles
distance A

July 20:
Shediac-Charlottetown
60 nautical miles
distance C.

The boats

The Challenge Labatt Canada (Interprovincial Offshore Race) will have 10 crews competing on the same type of boat, the C&C 35, Challenge Canada edition.

The choice of the made-in-Canada boat was based on selection criteria which took into account performance and suitability of equipment for the races as well as the building firm's proficiency. The C&C 35 is built at Niagara-on-the-Lake, Ontario, by C&C Manufacturing Limited.

Technical data

The C&C 35 hull and deck are made of balsa plywood and fiberglass.

Overall length:	10.56 m (34.65 ft.)
Draught:	1.96 m (6.42 ft.)
Sails:	53.51 sq. m (576 sq. ft.)
Steering:	wheel
Motor:	50 HP Diesel
Bunks:	eight
Maximum crew:	seven crewmen

With its comprehensive arts and culture program, the Department of Communications encourages creativity in all areas, both within the country and at the international level.

These programs respond to the needs of professionals in visual arts and on the stage, in museums and art galleries, as well as in cultural industries such as record production, the publishing of books and periodicals, the production of video and film and all other expressions of our cultural identity.

The creativity of Canadians, in all areas of artistic and cultural endeavor, contributes to our advancement and the flowering of our national identity.

Let's benefit from this culture, it's ours!

Government of Canada
Department of Communications

Gouvernement du Canada
Ministère des Communications

Canada

Tourism Canada Tourisme Canada

"Land ho!"

How many times, and in how many tongues, over the centuries have these words been uttered of the land which now welcomes you?

As you join this "Adventure of a Lifetime", remember that the arrival of explorers and adventurers was a beginning, and that evidence of their legacy and our history surrounds you.

So while you're here, stay a while longer — explore a little.

From meticulously preserved or reconstructed historic settlements, to vast, colourful modern cities which grew from the well-chosen landfalls of our ancestors, there's so much to see.

And you can start by making a Tourist Information Bureau your next port-of-call.

THE YEAR OF TOURISM L'ANNÉE DU TOURISME 1984

Flowers in the Nation's Capital.

Shopping in Québec City, and a warm welcome in Old Montréal.

Canada

1984, l'année du tourisme au Canada

1984, the Year of Tourism in Canada

Fredericton, Nouveau-Brunswick. À la toute première seconde de 1984, la flamme du bicentenaire s'est allumée, les cloches de toutes les églises ont sonné.

Au Québec, outre les événements nautiques, le festival annuel d'été à Québec présentera un extraordinaire programme de spectacles, d'expositions, de fêtes des ethnies, de danse populaire et de concerts. Trois-Rivières célébrera son 350e anniversaire en une longue série d'événements sportifs et culturels et de nombreuses fêtes religieuses et historiques.

1984 est l'Année du tourisme, partout au Canada. Une année fertile en événements historiques d'un océan à l'autre.

En 1984, les provinces de l'Atlantique célèbrent elles aussi le passé. On rend hommage aux ancêtres écossais, irlandais, allemands et acadiens lors de festivals, de concours d'athlétisme, de concerts, de danses et de festivités où le divertissement et la fine cuisine sont à l'honneur.

En Nouvelle-Écosse, du 10 au 13 juin, l'escale des grands voiliers qu'on retrouvera plus tard à Québec, attirera des milliers de visiteurs à Halifax. La réunion des clans écossais et les régates des pêcheurs à Pugwash; le Nova Scotia Tattoo, une fête à caractère militaire, présentera les meilleurs danseurs, chanteurs et musiciens, tant civils que militaires, à Halifax; les jeux des Highlands à Antigonish, des concours de violoneux, des festivals de fruits de mer ne sont que quelques-uns des événements inscrits au programme des fêtes de la Nouvelle-Écosse.

Le bicentenaire du Nouveau-Brunswick

Le Nouveau-Brunswick, sa capitale Fredericton, les communautés acadiennes de Caraquet et Tracadie célèbrent tous

In Fredericton, New Brunswick, as church bells rang in the New Year, the Bicentennial Flame was lit. 1984 is the Year of Tourism throughout Canada, a year of celebration marked by outstanding events of great historical significance.

In Québec, apart from the sailing events, the annual summer festival in Québec City will offer world-class entertainment, culinary and cultural treasures, exhibitions, ethnic festivals, street dances, stage plays and concerts. About half-way between Montréal and Québec City, Trois-Rivières will celebrate its 350th anniversary with sports, cultural, social, religious and historical events.

This year, the Atlantic Provinces also celebrate the past. Scottish, Irish, German and Acadian ancestries will inspire festivals, athletic competitions, music, dancing and food extravaganzas.

In Nova Scotia, from June 10 to 13, the Tall Ships, on their way to Québec City, will be on display, bringing thousands of visitors to Halifax. The Gathering of the Clans and Fishermen's Regatta in Pugwash; the Nova Scotia Tattoo, combining military and civilian performers in singing, dancing and marching, in Halifax; the Highland Games in Antigonish, fiddling contests, sea food festivals are but a few of the activities scheduled.

The New Brunswick Bicentennial

The province of New Brunswick, its capital city Fredericton, the Acadian communities of Caraquet and Tracadie all celebrate their bicentennials this year, with art festivals, exhibitions, folk music, popular entertainment and re-enactments of historical events.

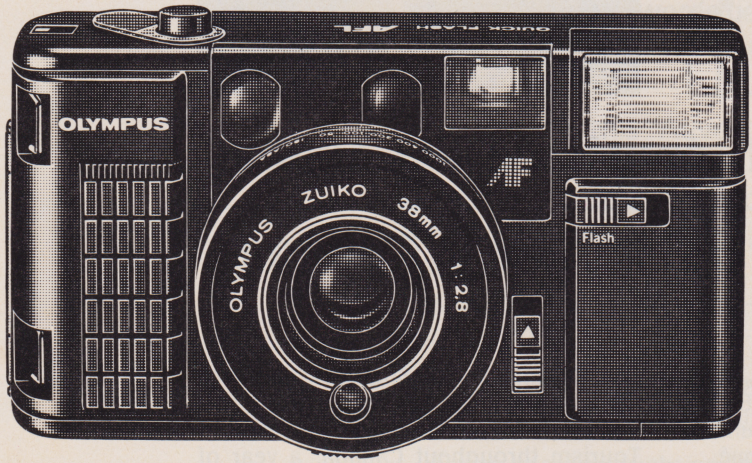
Bicentennial celebrations commemorating the Loyalists' arrival in Prince Edward Island

OLYMPUS

QUICK FLASH AFL

Auto-Loading – Even if you've never loaded a roll of 35mm film before, don't worry. This camera does it for you.

Auto-Focus Just point and shoot — without worrying about fuzzy results.



No waiting, no worrying.

Auto-Exposure The shutter speed and aperture are automatically set for perfect shots every time.

Auto-Winding, Auto-Rewinding & Auto-Stop The motor drive automatically advances, rewinds and stops the film.

Auto-Flash * The compact 35mm OLYMPUS AFL QuickFlash recharges in an unbeatable 1.5 seconds every time — even after 5 years of use.

The new Olympus AFL QuickFlash is the first fully-automatic compact 35mm camera with 1.5-second flash recycling — even after 5 years.

It's also the first to come with lithium batteries — good for 5 full-power years without a change.

Added to these two innovations are a host of automatic functions, including focusing, exposure, film loading, winding and rewinding. And for sure, safe handling, the protective lens barrier and easy grip come in very handy.

Thanks to Olympus, now you can take perfect photos without worrying about a thing. And without waiting for a thing.

The Olympus AFL QuickFlash. It's the first worry-free camera that actually gives you nothing to worry about.

*Using an average of one 24-picture roll per month, and flash 50% of the time. If half this amount is used, battery will last 10 years.

OLYMPUS

Match your skills with ours.

W. CARSEN CO. LTD. 25 SCARSDALE ROAD • DON MILLS • ONT. • M3B 3G7

Suite de *1984...*

leur bicentenaire, cette année. Festivals artistiques, expositions, musique et chansons folkloriques, divertissements populaires et la reconstitution d'événements historiques se succéderont au cours de l'été.

Les fêtes du bicentenaire de l'arrivée des Loyalistes dans l'Île-du-Prince-Édouard seront agrémentées du Festival dramatique de Charlottetown au Centre d'Arts de la Confédération, de festivals du homard, de jeux des Highlands et de nombreux autres événements typiques de cette région du pays.

C'est aussi à Charlottetown que le 21 juillet, les gagnants de la course Challenge Labatt Canada seront accueillis et recevront leurs prix au cours de cérémonies dignes de l'événement.

1984 à Terre-Neuve

Au nombre des activités s'échelonnant sur les mois d'été, à Terre-Neuve, on remarque particulièrement le festival des arts de Stephenville; le Signal Hill Tattoo où l'on reconstituera des batailles historiques; les régates de St. John's, l'événement sportif le plus ancien en Amérique et le festival folklorique qui s'y greffe. Somme toute, un programme d'activités estivales homogène auquel tous les visiteurs sont cordialement invités.

Double fête à Toronto

À Toronto, la fête sera double puisqu'au bicentenaire de l'Ontario s'ajoute le 150e anniversaire de la Ville Reine. Du 1er au 30 juin, un incroyable festival des arts marquera cette occasion. Au programme: des douzaines d'événements et de concerts où l'on applaudira des artistes mondialement connus, des chœurs, des orchestres symphoniques de tous les coins du monde. Des symphonies vocales, concerts et récitals rempliront les églises, les salles et parcs dans tous les quartiers de la ville. Des expositions étonnantes, placées sous le patronage de Sa Majesté la Reine Elizabeth II auront lieu au Royal Ontario Museum.

Toujours à Toronto, au parc Harbourfront, on pourra assister à la première exécution d'œuvres musicales commandées spécialement pour l'occasion ainsi qu'à des spectacles de danse présentés par des troupes de renommée mondiale. Pour la première fois depuis vingt ans, le Metropolitan Opera de New York rendra visite à Toronto où on pourra aussi applaudir le Ballet National du Canada et le Dance Theatre de Harlem.

Le bicentenaire de l'Ontario, le 150e anniversaire de Toronto, Port Hope, Cobourg, Cornwall, Belleville et Prescott! 1984 est vraiment l'année des fêtes en Ontario. Assurez-vous d'y être au cours de l'été.

L'Ouest en liesse

Partout dans l'ouest et le nord-ouest canadiens, des festivals ethniques, des expositions, des rodéos font de 1984 une année mémorable. Au Manitoba, le spec-

Suite de *1984*...

tacle aérien international à Gimli; à Brandon, des concours hippiques, des expositions d'instruments aratoires anciens à l'Exposition provinciale; des festivals culturels écossais, ukrainiens, mennonites, islandais et allemands.

En Saskatchewan, on voudra revivre de façon divertissante l'époque des pionniers de l'Ouest à l'exposition Pioneerdays à Saskatoon; assister au rodéo et stampede de la Canadian Western Agribition, à Régina, la plus importante exposition de bétail en Amérique. Du divertissement et de l'étonnement pour les visiteurs de partout, quel que soit leur âge.

Le centenaire de Calgary

En Alberta, les festivités graviteront surtout autour du centenaire de Calgary où l'on présentera, du 6 au 15 juillet, une

édition toute spéciale du plus important rodéo du monde, le Stampede de Calgary qui sera immédiatement suivi des Klondike Days, à Edmonton, une divertissante fête au cours de laquelle spectacles, concerts et autres activités populaires rappellent l'époque de la ruée vers l'or.

En Colombie-Britannique

Au cours de l'été, la Colombie-Britannique accueillera des visiteurs de tous les coins du Canada et des États-Unis, venus assister à des événements tels le Festival des enfants, à Vancouver, le plus important du genre au monde, réunissant des douzaines de troupes internationales composées de mimes, de casteliers, de chanteurs et d'acteurs; la course de voiliers Swiftsure et le festival Folkfest, à Victoria, un événement multiculturel où le chant et la danse sont à l'honneur; l'amusante course de baignoires à Nanaimo; l'Exposition nationale du Pacifique et de nombreuses autres occasions qui permettront aux gens de passage d'apprécier pleinement l'hospitalité de l'ouest canadien.

Au soleil de minuit

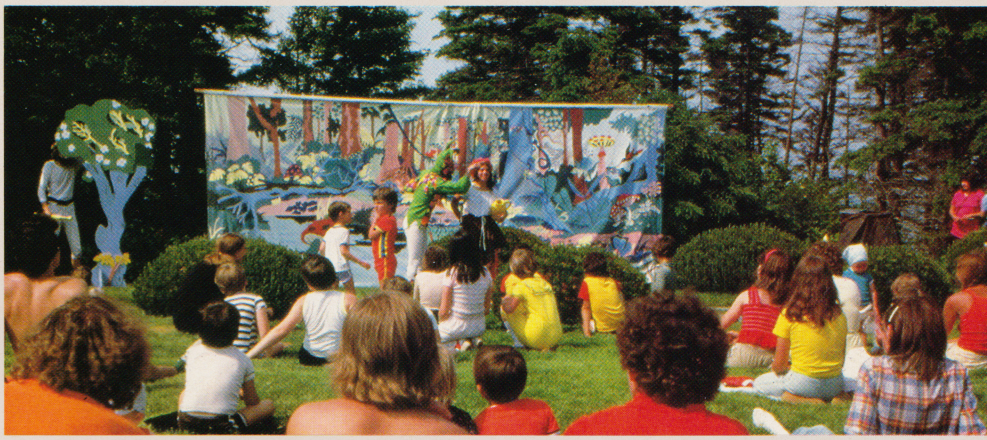
Et à ceux qui recherchent l'inusité, le tout à fait spécial, le Yukon et les Territoires du Nord-Ouest offrent des événements peu communs tels le festival dramatique Break-Up, en mai, au théâtre Palace Grand de Dawson City, ville historique qui sera le site des Discovery Days, les jours de la découverte, en août, une suite de défilés, de

Continued from *1984*...

North America's oldest sporting event and the Regatta Day Folk Festival are part of a well-balanced program of summer events to which all visitors are cordially invited.

In Toronto, a double celebration

In Toronto, Canada's largest city, a double celebration: the province of Ontario bicentennial and the Queen City's 150th anniversary. Focal point of festivities will be an incredible international arts festival, from June 1 to 30, with dozens of events and performances by world renowned artists, massed choirs, symphony orchestras from around the globe. Choral symphonies, concerts and recitals will fill churches, halls, parks in every borough of Toronto. Stunning exhibitions at the Royal Ontario Museum, under the patronage of Her Majesty Queen



Elizabeth II, and at the Art Gallery of Ontario, will be must-see events.

There will be world premieres of specially-commissioned musical works at Toronto's Harbourfront Park where dance companies from around the world and across Canada will perform. Among the principal attractions will be the New York Metropolitan Opera, visiting Toronto for the first time in 20 years, the National Ballet of Canada, the Dance Theatre of Harlem and many more.

For the province of Ontario: bicentennial celebrations. For Toronto, Port Hope, Cobourg, Belleville, Cornwall and Prescott, the 150th anniversary. 1984 is indeed a year to celebrate in Ontario. Don't miss any of the special festivities.

will feature the Charlottetown Drama Festival at the Confederation Centre of the Arts, lobster and oyster festivals, Highland games and numerous local festivities.

Also in Charlottetown, on July 21, winners of the Challenge Labatt Canada sailing race will be awarded their prizes during highly colourful ceremonies.

1984 in Newfoundland

In Newfoundland and Labrador, a three-week Festival of the Arts in Stephenville; the Signal Hill Tattoo where historical battles will be re-enacted; the St. John's Regatta,

Suite de *1984...*

danses, d'épreuves sportives, de courses de radeaux et de canots. Du divertissement sans pareil dans une atmosphère véritable que le cinéma n'a pu qu'imiter.

Pour anticiper sur les événements de l'été, les Jeux d'hiver de l'Arctique dans les Territoires du Nord-Ouest, à Yellowknife, du 18 au 23 mars, s'avéreront une révélation pour tous les visiteurs avec les Jeux Inuit. Et on voudra profiter de l'occasion pour savourer des mets régionaux d'un étonnant raffinement.

Le 50e anniversaire de Yellowknife

Et que diriez-vous de frapper le coup d'envoi à minuit, lors du tournoi de golf du Soleil de Minuit, à Yellowknife. Ce tournoi n'est qu'un des nombreux événements qui marqueront le 50e anniversaire de cette ville pittoresque, du 23 juin au 7 juillet: épreuves sportives, activités sociales, concours de pêche et une invitée d'honneur, native de Yellowknife, la vedette du cinéma américain et canadien Margot Kidder. À Aklavik, à la mi-juillet, les sports inuit et indiens, la danse, les expositions et l'artisanat traditionnels feront partie des fêtes organisées dans le cadre des Jeux du Nord.

D'un océan à l'autre, en 1984 le Canada est en fête.

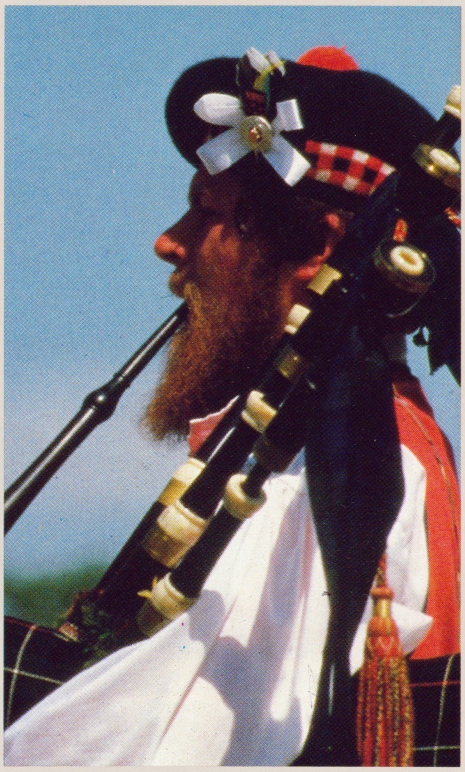
Faites-en partie.

L'ANNÉE DU TOURISME
THE YEAR OF TOURISM
1984

Continued from *1984...*

Western celebrations

Throughout Western Canada, a variety of ethnic festivals, exhibitions and rodeos make 1984 a very special year. In Manitoba: the International Air Show in Gimli; in Brandon, horse shows, antique farm implements exhibitions at the Provincial Exhibition; Scottish, Ukrainian, Mennonite, Icelandic and German cultural festivals will be held province-wide.



In Saskatchewan, visitors will want to attend the Pioneer Days Exhibition in Saskatoon, featuring vintage agricultural equipment; the Buffalo Days Exhibition with livestock exhibits, the Big Valley Rodeo and Stampede and the Canadian Western Agribition, the top-rated North American livestock show, in Regina. Outstanding entertainment and fun for visitors of all ages.

The Calgary Centennial

Alberta also has reason to celebrate with the Calgary Centennial festivities encompassing the world's largest rodeo, a special centennial edition of the Calgary Stampede, from July 6 to 15, followed by the fun-filled Klondike Days Exhibition in Edmonton, reminiscent of the Gold Rush Days.

In British Columbia

During the summer, British Columbia's 1984 celebrations will include the Vancouver Children's Festival, the largest event of its kind in the world, with dozens of international performing companies specializing in mime, puppetry, singing and plays; the Swiftsure Sailboat Race and the Folkfest with ethnic music and dancing in Victoria; the off-beat Nanaimo Bathtub Race, the Pacific National Exhibition and numerous other activities providing visitors with opportunities to enjoy true Western Canadian hospitality.

Under the Midnight Sun

And for those who seek the unusual, the extra-special: Yukon and the Northwest Territories. In Yukon, the Break-up Drama Festival, in May, at the Palace Grand Theatre in Dawson City, presents live entertainment. Dawson City will also be the site of Discovery Days, held in August, with parades, dances, sporting events, raft and canoe races. Extraordinary entertainment and fun in historical surroundings.

And for an early start on the 1984 festivities, in the capital city of Yellowknife, the Northwest Territories Arctic Games, March 18 to 23, feature the Inuit Games.

Yellowknife's 50th Anniversary

And how about teeing-off at midnight at the Midnight Sun Golf Tournament in Yellowknife. This tournament is but one of the unusual events scheduled for the Yellowknife 50th anniversary celebrations, from June 23 to July 7. Other attractions include sporting events, social activities, fishing contests and a glamourous guest of honour, motion-picture star Margot Kidder returning to her hometown for the celebrations. In Aklavik, in mid-July, the Northern Games feature traditional Inuit and Indian sports, displays and crafts.

From sea to sea, in 1984, Canada celebrates.

Join in.

Les communications par satellite

Le Canada est à la fine pointe du progrès dans le domaine des satellites de télécommunications: grâce aux nombreux satellites canadiens en orbite autour de la Terre, le ministère des Communications du Canada rend des services d'une importance vitale à la nation.

Le rapprochement des communautés isolées et l'échange d'informations, la télémédecine, le téléenseignement, la prospection des ressources, la surveillance du territoire, le repérage des victimes d'accidents, la radiotéléphonie mobile, sont autant d'exemples d'applications concrètes des communications par satellite que le ministère des Communications met au service des Canadiens d'un bout à l'autre de notre grand pays.

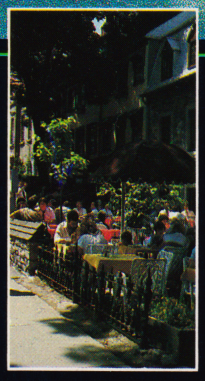
Nos compétences et nos ressources font de nous des chefs de file en matière de communications par satellite. Le ministère des Communications du Canada met à notre disposition une technologie de pointe. Nos satellites sillonnent l'espace pour le bénéfice de tous les Canadiens.

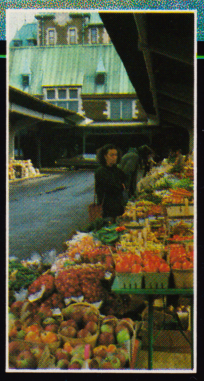
Profitons-en, cette science, c'est la nôtre!

Gouvernement du Canada
Ministère des Communications

Government of Canada
Department of Communications

Canada





Une authentique vie de quartier alliée à toute une gamme d'activités économiques, socio-culturelles et sportives.

Correspondance et autres informations
Société immobilière du Canada
(Vieux-Port de Québec) inc.
36½, rue St-Pierre,
Place Royale
C.P. 95, Station B
Québec (Québec) G1K 7A1
Tél.: (418) 694-5534

Le Vieux-Port de Québec

An authentic neighbourhood life connected with a whole range of economic, social, cultural and sporting activities.

Correspondence and other information
Canada Lands company
(Vieux-Port de Québec) inc.
36½ St-Pierre street,
Place Royale
P.O. Box 95, Station B
Québec City (Québec)
G1K 7A1
Tel.: (418) 694-5534

Canada

STUDIO GRAPHEME QUEBEC (Photos KEDL)

(continued from page 34)

teers — and runs with them, about 20 slow (for her) miles a day. On top of that, she logs about 50 training miles a week, even though running bores her — "Running is when I wimp out" — and swims about 14 miles a week. Getting in skiing time is harder. When there's not enough snow, she straps on a pair of roller skis and rolls down the highway to the village of Prospect, 24 km southwest of Halifax. Like Currie, she gets some hard looks from passing drivers.

Clune has applied for admission to medical school at McMaster University, and acceptance probably would mean cancelling plans for the next Ironman. But she's eager to go to Hawaii again becase she had such a good time during her three weeks "It's a holiday," she says. "That one day will be an interruption in the old holiday, but it gives you something to feel good about."

That typifies her offhand approach to the serious business of becoming an Ironperson. Small (five-foot-nothing), round-faced and cheerful, she seems more relaxed about her training schedule than some Sunday joggers do. "I never write anything down. Just do whatever turns your crank. I couldn't even tell you how fast I run a mile."

Her memories of the triathlon include one of biking 17 miles uphill in 90-degree heat, with winds gusting up to 50 m.p.h. blowing in her face. She still had another 25 miles or so to go in the bike ride, plus a 26.2-mile run. "When it got that bad, I just started laughing. What can you do? There's no use bellyaching about it. I think we all have that attitude; we take ourselves lightly."

The bike section was the hardest part of the race for Currie. After about eight hours, he was in agony. "My neck and shoulders were in pain; my feet were numb; my back and butt were sore. I never wanted to give up, but I would have liked to have taken a break." At that point, with five hours to go in his day of 12 hours, 52 minutes, 31 seconds, he was looking forward to the run. "I knew I was going to have some degree of relief."

He's already run two marathons in three hours, 25 minutes, and felt he could do this run in 3 1/2 hours. It took him almost an hour longer. "When I got out there, all I could think of was running from one point to the next. The whole time, I had to play little games with my mind to keep that carrot out there, to keep going." A mile before the finish line, after biking, swimming and running for 12 hours and 45 minutes, "I was the most fatigued I've ever been in my life. But I turned on the juice and just kept running. Then, the elation of crossing the finish line gave me enough strength to walk to the massage table."

What makes David and Patty and John run? Not the promise of a flat belly and strong heart that propels the average sweating, gasping jogger. Obviously, they're in good shape: Currie's heart, for example, beats a lot more slowly than the average person's (39 beats a minute while he's resting, compared with about 75 for a non-athlete), and he has a lot less body fat (9% of his weight, compared with 15% for the average non-athletic man). Carson, who's about five-foot-10, can keep his weight at 150 pounds while wolfing down 7,000 calories a day. The grocery bill for Currie, his wife, Lynn, and their two-year-old son, Andrew, jumped from $70 to $125 a week while he was training for the Ironman — and eating mostly fruits, vegetables and starches such as potatoes and rice — but he still managed to drop four pounds.

But fitness and leanness are only byproducts.

"I look on it as playing," Clune says. "It's fun. I can usually con some of my friends into running with me. I really enjoy getting outside after working in here. If you're going to run 20 miles a day, and not enjoy it, you're going to be a mental case — or you're going to quit."

Currie, who grew up in Saint John, N.B., swam competitively and ran in high school, and when he and his family get together, their idea of a festive time is to go out for a 10-mile run. "Training for the Ironman was never a chore," he says. "I enjoyed the training so much, I wasn't looking forward to the race because I knew it would mean the end of my training."

Carson, who's been running competitively since Grade 4 — "I peaked at age 11" — says the good training experiences outweigh the bad, even though training tends to take over his life. "You can't really go to school or have a normal lifestyle," he says.

You can't, that is, if you're as committed as Carson is. Or as competitive. "Last year," he says, "I went in as a rookie. This year, I'm going to try to crack that crowd I'd like to finish in the top 10 or 20. Then I can ask myself if it's worth doing all over again."

DAVID NICHOLS

(L-R) Triathletes Carson, Currie and Clune: Fitness and leanness are only byproducts

A Taste for Adventure

EXPORT "A" SATISFACTION

WARNING: Health and Welfare Canada advises that danger to health increases with amount smoked—avoid inhaling.
Average per cigarette: Export "A" Mild Regular "tar" 12 mg. nicotine 0.9 mg. King Size "tar" 13 mg. nicotine 0.9 mg.
Export "A" Light Regular "tar" 10.0 mg. nicotine 0.8 mg. King Size "tar" 11.0 mg. nicotine 0.8 mg.

HARRY BRUCE'S COLUMN

He's a lifelong failure at basic mathematics

Algebra was his Waterloo, but there's hope for him yet

She owned the rooming house next door, and used a tablespoon to remove dog poop from her lawn. We were sure she was the one who set out poisoned meat to kill innocent dogs, and when our turtle strayed onto her property she cut him to pieces with her lawnmower. Only our parents were so naive as to believe the murder was inadvertent. She'd been a schoolteacher, but now spent her days watching the ticker-tape in the stockbroker's office near the United Cigar Store. She drank a bit, too, and her over-the-fence debates with my mother sometimes resulted in her refusing to speak to any of us for months. That was fine by me and my brothers. Boys feared her so much that, even though she was too stingy to open her door at Halloween, no one dared soap her windows. She was a spinster. She was also my arithmetic tutor, and she doted on me.

I was such a bonehead at long division that, during a thaw in the back-fence Cold War, my mother sent me to this same ogress for evening lessons. Now it was bad enough having a tutor. That marked me as the street dunce. But having to be polite to this particular dog-murdering, turtle-butchering, child-bullying tutor was worse. That marked me as a traitorous suck. But it was worse still to know that, every time I entered her perfumed lair, I'd have to endure her weird flirtatiousness. This, fortunately, didn't mark me as anything. It was our own coy, hideous secret.

She was middle-aged. I was 11. She had a ruddy, aggressive slab of a face, and a thick girdle-encased body that smelled of powder. She was arch. By gesture, glance and smirk she told me I was so adorable that, if my parents would only consent, she'd keep me manacled to a radiator, or in a cage where she'd feed me cookies with her soft fingers. Her spongy torso brushed me while we worked, and I did more squirming in her smothering presence than long division. On the street, in front of my buddies, she'd wink as though she alone knew something very special about me. I wanted Superman to kill her.

Nearly four decades later — just the other day, in fact — a newspaper story opened a valve in my mind, and her unwelcome fragrance came steaming through all those years to envelop me again. In the story, a Montreal math prof explained that one's fear or hatred of math may stem from "a moment of chagrin or panic" in elementary or secondary school. Since I was a long-division loony before enduring the attentions of the turtle-killer, I can't blame her exclusively for my subsequent failures in math, but she gave me more than one moment of chagrin or panic.

The Montreal professor is Mary Brian, and I wish I'd known someone like her a long time ago. She'd have understood why algebra, next to sexual bewilderment, was the most agonizing ordeal of my high-school years. She not only recognizes "math anxiety" but also runs a "math-anxiety workshop." This, I gather, offers group therapy for victims of a phobia that, in my case, amounts to mental illness. The news story said she recalled a student who was "so terrified of doing math problems his hands shook and he kept hitting the wrong keys of his calculator." I know the feeling, but there were no calculators in the days when my hands shook at the sight of an equation.

My Waterloo was Grade 11 algebra, which I failed. Toronto high schools were ruthless to stupid or slothful youths. You'd had your chance. Now you had to make way for younger kids on the rise. When you repeated a course, you were dumped at the rear of the room and promptly forgotten. I needed glasses. I couldn't see the teacher's blackboard demonstrations. For a whole year I just sat back there giggling and doodling with the dummies. I failed again. In short, I was still taking Grade 11 algebra in Grade 13, and by then I was also failing trigonometry, geometry and physics. I'd developed such a dose of "math anxiety" that I worried even about the numbers in the dates in my history class.

Recently, out of curiosity, I opened a high-school math text, and my eye fell on a simple equation:

$$\frac{2a+1=3}{4}$$

The challenge, of course, was to find the value of a, but I no longer had to try. I faced neither a teacher's sarcasm, nor a three-hour exam. All that was more than 30 years in the past. Looking at those figures, however, and that snug, taunting a, I felt a twinge of the same, old, racing despair; the sure miserable knowledge that if I didn't solve the equation instantly then I'd never solve it, or the one after that, and then I'd have to get up and go on home, and not tell anybody for a while that I'd flunked algebra all over again. "The main challenge for many people," the story on Mary Brian said, "is overcoming the panic of not being able to get the right answer the first try." That Brian, she really understands a fellow.

She also understands women. They are particularly susceptible to "math anxiety." Is this because society tells them they're not naturally equipped for the manly arts of math? After all, it's men who master the slide-rule and use math to build bridges, buildings and bombs. Some believe mathematical ability is a matter of sex (male) and heredity, and maybe this idea is so pervasive it's self-fulfilling. Describing her women students, Brian says, "They are very nervous." But then, "If there are two or three women in this situation in the class, they tend to support each other, and really take off." Indeed, mature women often turn out to be the top students in her introductory classes at Concordia University.

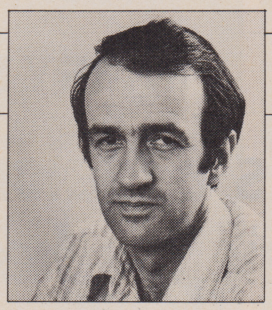
Mary Brian's gift, I suspect, is the ability to make certain patients — er, students — prove to themselves that they are not natural-born mathematics morons; that they suffer from a mental block rather than a congenital deficiency; that although bad teachers, horrid moments and discouraging social attitudes have all combined to erect the block, you can actually reach within yourself to demolish it.

I'm grateful to her. She reminds me I have two reasons to hope that mathematical ineptitude does not run in my bloodlines. One is that my brothers don't need accountants to help them calculate their income tax. The other is that when I was 19, I scored 98 out of 100 in a navigation test for the University Naval Training Division in Halifax. That was the highest mark in my platoon, and other cadets regarded me with the sort of awe that Albert Einstein or Bertrand Russell must once have earned from their peers.

I've never been able to explain this performance, not even to myself, but I think it had something to do with my loving ships and the sea, and with the navy's failure to inform me that loathsome math was the very soul of lovable navigation. I never suffered "navigation-anxiety" in the Royal Canadian Navy but I like to think that, if I had, the navy would have hired a Mary Brian to cure me at a "navigation-anxiety workshop." The answer to the above equation, incidentally, is: a equals 5.5. (All right, already, so I got my 15-year-old to figure it out.)

RALPH SURETTE'S COLUMN

The suicidal nuclear sham



The world no longer believes the superpowers. Despite bleatings about peace, they show only a desire to acquire more arms

My column in the October issue on that most touchy of subjects — nuclear arms — drew considerable comment, including a letter from the American embassy in Ottawa. This, and the dramatic events that have riveted the world's attention on the issue since then, invite some further observations.

To recap: Against the militarism of Atlantic provinces editorial opinion, I argued for a recognition that we in the West are as guilty as the Soviets in nuclear escalation and that, given our dearly held but little-observed Christian moral tradition, it is up to us to make the first move in de-escalating, to make the first "act of faith."

An officer at the U.S. embassy, Kenneth Bache, agreed with some of my points and disagreed with others, but primarily urged me to consider the dangers in any unilateral moves leading to disarmament. "Imagine yourself for a moment in the shoes of the leaders — on both sides — who cannot escape ultimate responsibility for the security of their citizens," he wrote. If I did this, I would understand that any unilateral moves that invited the other side to respond must be taken with "extreme care in an extraordinarily dangerous context."

The request was a reasonable one — what would one do in the place of the leaders? An answer came quickly, though not from my reflections. It rather jumped out from the pages and airwaves of the news media. Scientists were saying that the detonation of a mere fraction of the world's nuclear arsenals would throw enough dust into the atmosphere to bring on a "nuclear winter" that would destroy the northern hemisphere, if not the entire world. This put a rather fine point on the suicidal nature of nuclear arms buildup.

Against this kind of background, and with the overkill piled a mile high already, the perspective from the leaders' shoes should seem to be the same as from anywhere else: Adding more missiles makes no sense whatsoever. To understand why the leaders push relentlessly for more arms regardless, one must add irrational calculations — the pride of empire, ideology, the addition of missiles as "bargaining chips" (which can't work precisely because more overkill threatens both sides equally).

Yet, to be fair to Bache, the subject he was addressing was the dangers of de-escalation rather than of escalation. He maintained that the proper setting for such first steps is the arms talks (as of last notice partly suspended by the Soviets), and that the U.S. had made many moves of that nature. He included an impressive official chronology of U.S. arms reduction initiatives since 1946, which documented the "enduring search for a world at peace" by the U.S. even in the face of the "steady buildup and modernization of Soviet forces."

I was even more impressed, however, by an article that appeared at the same time in *Scientific American* by Herbert F. York, a longtime adviser to U.S. governments on arms control. He wrote: "There has been a great deal of public discussion of American concessions — real and imagined — made in the course of postwar arms-control negotiations with the U.S.S.R. Western folk-history, however, contains virtually nothing about Russian concessions, even though the U.S.S.R. has made a number of important ones."

> ***"Given our dearly held but little observed Christian moral tradition, it is up to us to make the first move in de-escalating"***

The Soviet Union, paranoid and secretive, is indeed hard to bargain with. But so is the U.S., York points out, where the president is involved in election campaigns half the time and must obtain a two-thirds vote in the Senate to have arms treaties ratified. This means he's bargaining with the Russians mainly to satisfy a half-dozen mostly right wing "swing" senators. Despite this, the last three Soviet-American arms control treaties signed by U.S. presidents have not passed the Senate.

The most intriguing part of York's article, however, is this. In 1958, President Eisenhower made a unilateral move; he announced that the U.S. would not test nuclear weapons if the Soviet Union did not. The Soviets reciprocated. Testing resumed briefly by both sides in 1961, followed quickly by an agreement banning atmospheric testing, which has not been broken since. (Talks to ban all testing were suspended by Ronald Reagan when he assumed office.)

This approach — "I won't do this if you don't do it either" — hasn't been used since. Perhaps it was too successful; for despite their bleatings about peace, the superpowers have shown only a will to escalate since then. The present "zero-option" for missiles in Europe put forth by NATO is rather typical of these great leaps for peace. In principle it's highly desirable, but it's also carefully designed to make the Soviets eat crow, which NATO knows full well they won't do. This smacks of bargaining to escalate.

The nuclear winter scenario, the nuclear movies and the new and sinister chapter of events in Europe have brought the logic of escalation to a transparent absurdity. Polls have shown 75% of West Germans to be against NATO's new deployments. There have been demonstrations in East Germany against Moscow's new missiles (not as large as in the West, it's true; but surely requiring more courage), and, surprisingly, Romania and Bulgaria, both Soviet satellites, have denounced both superpowers for their lack of will to negotiate. The world, simply, no longer believes the superpowers.

A hint of this attitude is presumably penetrating even into the Atlantic provinces, hawkish editorials notwithstanding. Some of us, however, still cling to our old saws. I said in October that a false Second World War logic is often applied, in which the Russian threat is likened to Hitler's aggressions. This earned me, in the December issue, a rather intemperate letter from Nova Scotia MLA John Leefe, now Fisheries minister. Hadn't I heard of Czechoslovakia, the liquidation of the Kulaks and other atrocities? Yes, indeed, but I hadn't heard that the Soviets had invaded Western Europe, which was the point — and according to even conservative European opinion the chances of that happening are virtually zero.

If the Soviets are on the march, it's on the same principles, with the added twists of totalitarianism, as the Americans are on the march; both are busy trying to keep down the natives in their own "spheres of influence."

Indeed, perhaps the Soviets *are* threatening Western freedoms. If so, we shall have to resist. But let's not be stupid. One does not defend freedom or anything else with suicidal weapons.

The best news bargain in town

The Globe and Mail *finally may have found the way to become a national newspaper*

DAVID NICHOLS

It certainly hasn't been easy for the Toronto *Globe and Mail* in its noble effort to be Canada's newspaper from sea to shining sea. Everything from high transportation costs to the ending of Saturday mail deliveries has hurt the paper's attempts to reach readers in the far-flung regions. But *The Globe* finally may have found a formula that works: Since it dropped its weekday newsstand and vending machine price from 50 cents to 25 cents on July 1, circulation figures have been slowly climbing; by September, they'd reached an average of 14,000 daily in Atlantic Canada, compared with 12,500 six months earlier.

These are modest figures, but they have occurred despite certain retrenchments. The paper has, for example, retreated from earlier efforts to distribute its editions in the countryside beyond major centres. It has also suspended its selling-by-telephone campaigns. And its mail subscriber list has dropped from 3,900 to 1,900 in Atlantic Canada.

The Globe has opted instead to concentrate on selected cities across Canada, including Moncton, Charlottetown, Halifax, St. John's, Fredericton and Saint John, and to promote newsstand and street box sales within those cities. Its immediate circulation goal for Atlantic Canada, says Lorne Richmond, *Globe* circulation manager, administration, is "to hit into the high teens by the end of '84."

The key is probably the lower weekday price (the Saturday edition remains at 50 cents), which was introduced following test marketings earlier this year. In Moncton, one of the places tested, sales nearly quadrupled over a six-to-eight-week period. Today, the 25-cent *Globe* is available in all regions of the country except Northern Ontario, Saskatchewan, Manitoba, Quebec and Newfoundland. The price had to be bumped back up to 50 cents in Newfoundland when circulation didn't rise enough to offset higher transportation costs.

The paper reaches Atlantic Canadians in time for morning coffee, thanks to modern technology and old-fashioned hustle. Each evening, its pages are beamed via satellite to Moncton where they are printed on the press of Web Offset Atlantic Ltd., an independent printer, a subsidiary of an Ontario firm, set up two years ago (aided by the offer of a $500,000 federal grant) to handle *The Globe* job. Then the papers are distributed overnight by truck and airplane.

"The time factor is very crucial," says N.B.-P.E.I. circulation manager Rosaire Chiasson. "We need a very efficient team from the start to the end."

Atlantic Canada gets *The Globe*'s national edition, which is essentially the Toronto paper minus local sections. It is sent to Moncton in two separate satellite transmissions. The Report on Business is beamed down around 9 p.m., and the front section, which includes national, international, sports and arts news, follows at midnight. By 12:40 a.m., the press is rolling, and an hour later, a Halifax-bound truck leaves with papers for an early flight to Newfoundland. Other trucks soon depart for distribution points in New Brunswick and the Island.

In the communities, *The Globe* is increasing its visibility through expanded use of the automatic vending boxes. "Each box is a mini-billboard," explains Richmond. The paper has thousands of the boxes in place across the country and will add more next year. But not in Fredericton, where councillors have forbidden their use on city streets.

Meantime, for the region's serious newspaper readers, getting *The Globe* in the early morning (some of them via home delivery) is a real bonanza. In some cases the paper, which must be ranked among the world's best, is even cheaper than the local dailies. Still, it poses no particular threat to them. "*The Globe* is there to supplement the local papers, not to compete," Richmond says.

Saint John *Telegraph-Journal* publisher Ralph Costello says abruptly: "I don't think it has had any effect." News dealers surveyed around the region also reported little impact on sales of local papers.

The Globe's effect may, in fact, be more subtle. George Bain, *Globe* columnist and director of the journalism school at King's College in Halifax, notes that the Halifax *Chronicle - Herald* strengthened its editorial hand in several important ways, including adding new columnists, about the time *The Globe* made its début as a national paper two years ago. It may have been coincidence, Bain says, but in a region often criticized for the quality of its press, *The Globe* may provide a measure of competition. "It could cause a local paper some embarrassment if *The Globe* has a local story which it does not."

As for *The Globe* itself, the most frequent criticism is that it doesn't have enough regional coverage. The paper has one full-time staffer in the Atlantic region, Halifax-based Michael Harris, plus a network of part-time stringers. Harris visits each province within his purview for "the stories of major interest," such as elections. In the past couple of years, that has meant spending a disproportionate amount of time in newsy Newfoundland. Until the recession interceded, *The Globe* did have plans to a open a bureau in St. John's. And Harris says the paper remains committed to placing its "next domestic bureau" on the Rock.

— David Folster and Lorraine Lovett

"Just you and the weather"

Winter in Cape Breton

Photographer Garry Briand was born in London, England, but his father is a Cape Bretoner and so are many of his aunts and uncles and the friends who live near him in the northern island communities he has photographed on the following pages.

Briand himself lives in Cape North, having come to Cape Breton after working as a professional photographer in Toronto, then spending a year in Corner Brook, Nfld. In the winter and early spring of 1982 he made this pictorial record of his part of Cape Breton in various wintry moods. His subjects range from the aftermath of a storm with winds so severe that they drove the limb of a tree straight through the wall of his uncle's trailer home to the gradual breaking up of ice that signals the advent of the spring fishing season.

He found a lucky deer who, having missed the winter migration to the highlands, had managed to survive against the odds. And, in the setting of winter's sun, he rediscovered the shapes and colors of the earth itself.

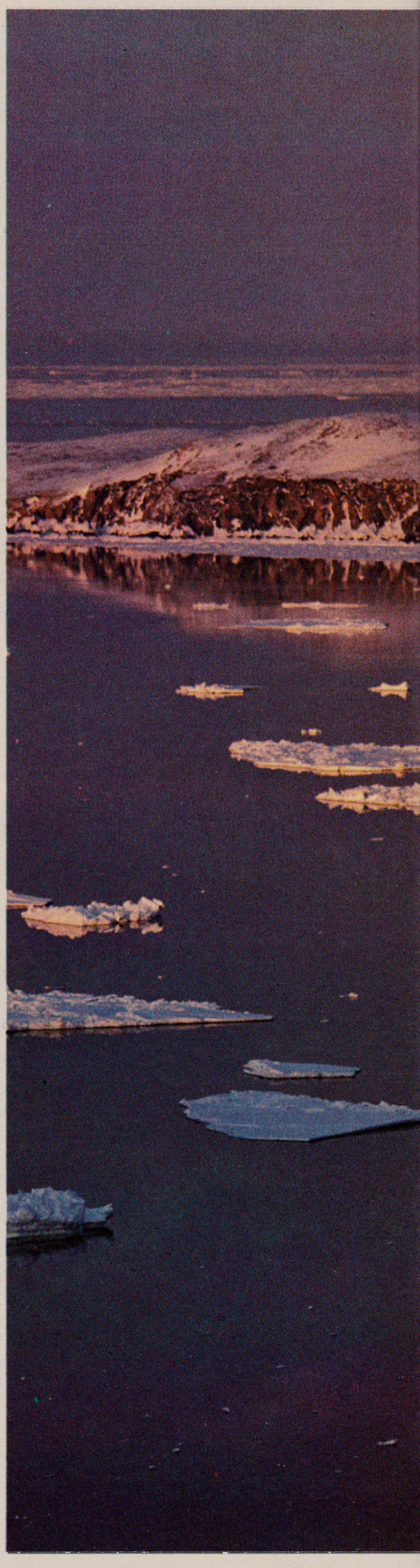
The landscapes Briand photographed, bleak, barren and storm-swept as they were, gave him a new sense, he says, of the force of "raw nature." Using a Canon F-1 and, occasionally, a 100-mm lens, he shot scenes he says made him feel as if he'd been transported back in time: "It was almost like being back there at the beginnings of man fighting the environment. You really do have the feeling that it's just you and the weather."

Spring came, of course, as it has again and again bringing the bustle of fishing boats, off in search of lobster, and the tourists, stopping for picnics and to take pictures of the land in a milder mood. But, Briand says, "my favorite season here is winter. The soft, quiet solitude kind of draws you in."

White Point:
"It was a wicked storm. Blew nor'-nor'west nearly 30 hours straight without a letup. They talk about getting a wind up there on the mainland, but this was no little breeze. My uncle Kelsun Briand and his wife, Pearl, were sitting at their kitchen table when they heard a terrible crash in the other room. There was a good-sized branch sticking right through the wall in the bathroom. Clear through the metal wall of the trailer. Don't tell me that branch wasn't flying! Some others weren't so lucky. Like Cyril Dunphy. The wind blew his trailer right over and smashed it to pieces"

Broad Cove, where Warren Brook empties into the Atlantic Ocean:
"Most of the deer head up into the highlands for the winter. There they yard up, trampling down the deep snow so they can continue to get at their quickly diminishing food supply late in the winter. This unfortunate doe didn't make it to the yards that year but luckily had sustained herself through the winter. I watched her for over an hour that day eating seaweed in the shallow water, taking the kelp, shaking the excess seawater off it and gobbling it down like it was fresh hardwood springs"

Table Head, between White Point and Smelt Brook:
"The ice was late going out that year, it was packed in so tight. The seals had moved on up north and the boys were itching to get their boats in the water and get geared up for spring fishing"



Scotch Head between Smelt Brook and White Point:
"Although you face due east and never see the sun itself, this is a thrilling spot to watch the sun set. You just see the shaping and the moulding of the rocks and trees as the shadows wane. The lights and colors are constantly shifting as the sun falls below the horizon. So many changes transpire in less than 20 minutes . . . it's like a brief look at creation itself"

The hectic, eclectic world of Claude Roussel

"Art is not just a matter of rocking people to sleep," says New Brunswick's experimental painter-sculptor. "It's a matter of making people aware, and sometimes that's not too pleasing"

By David Folster, with research by Marilee Little

Claude Roussel is an artist who seems to have been everywhere and done everything. He's a man as full of energy as he is of ideas. He writes to newspapers, champions Acadian rights, tends lovingly and obsessively to his family — and, at 53, pursues his art as though consumed by the need to test every material on the planet for its suitability as an artistic medium.

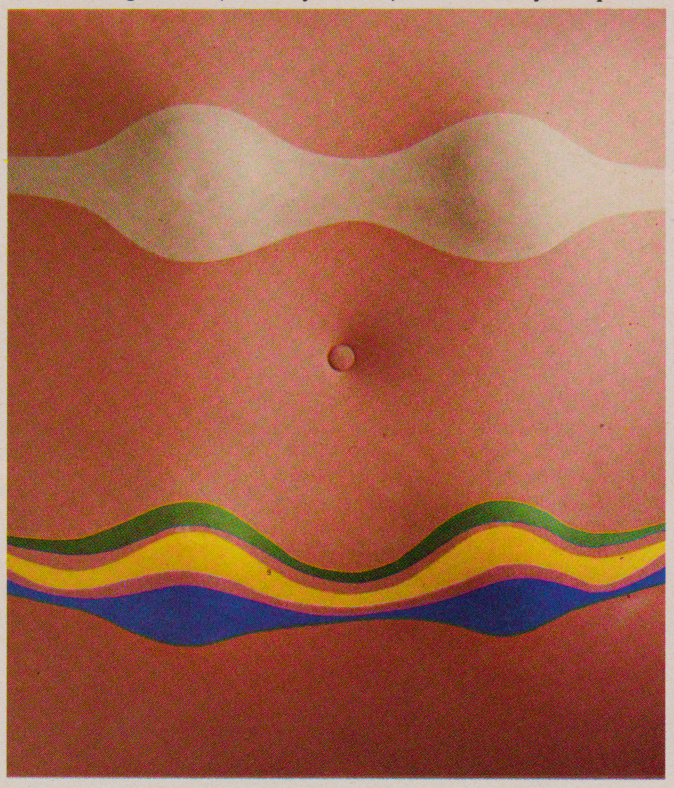
Roussel works with wood, stone, steel, bronze, canvas, plastic, clay, plaster, newspaper pulp and just about anything else that he can bend, spindle or mould to his artistic will. He sculpts, paints, silkscreens and shapes. "I think of myself as a weather vane," he says. "I want to be free to go in whatever direction I feel I have to take, whether it's in materials that offer new expressive possibilities, or in new ideological and poetical directions."

Getting his life to this free-form stage has been a long process for Roussel, the oldest of 13 children born into a strictly disciplined family at Edmundston, N.B. His introduction to art came in Grade 1, when he had access to pencils and paper for the first time. Later, he took up woodcarving, and at age 14, fell under the influence of a local sculptor, Dr. P.C. LaPorte, who gave him some tools and urged him to study art.

With the help of LaPorte and the purchasing agent at a local pulp mill, Roussel got a job in Montreal. He attended École des Beaux Arts in the mornings, then worked for a printing company afternoons and evenings. Returning to Edmundston in 1956, he taught art in the public schools. He liked the work and might still be doing it, except that education authorities scrapped the art program three years later.

To this day, Roussel remains bitter about an educational system that periodically expels the art instructor. "The point of teaching art in schools," he says, "is not to make artists out of your students, but to develop the creativity of children, and if you do that, they'll be marked by it all their lives."

Roussel produced his first major work in stone in 1959, a portrayal of beavers astride some logs, and it became the focal point of a small pool in Fredericton's Officers Square. The sculpture was New Brunswick's gift to native son Lord Beaverbrook on his 80th birthday, and it also turned out to be something of a fountainhead for the artist. With Beaverbrook's help, he became assistant curator at the Beaverbrook Art Gallery. Then, after a busy couple of



(above) "Mono and Bikini"; (below) Stone beavers astride logs

DON JOHNSON

years, he won a Canada Council scholarship, which enabled him to study architectural decoration in Europe. When he returned four months later, he was ready to start experimenting on his own, "and I haven't stopped since."

Roussel lives now in Dieppe, near Moncton, but his eclectic art is found everywhere. Its range of subjects and themes, not to mention materials, identifies the artist as one in touch with the real world. Quite a bit of the work is commissioned art: A bas-relief of legendary speedskater Charlie Gorman at Saint John; the steel and plastic "Fishermen" standing outside the Federal Building in Black's Harbour, N.B.; "Air Shapes," a collage on the Fredericton Airport; and three colored fibreglass blocks decorating Saint John City Hall.

But Roussel also does social commentary, and this does *not* find its way onto the facades of public buildings. Indeed, some of it has never been displayed outside of the gallery in Roussel's basement. It's unlikely, for example, that his montage of newspaper clippings, embalmed in plastic and entitled "Bilingualism," will ever appear on Moncton City Hall, or that a similar work called "Unemployment" will ever decorate the offices of Canada Manpower. Nonetheless, these are among the artist's proudest creations. They help satisfy the fervor burning within. "Art is not just a question of rocking people to sleep," he says. "It's a matter of making people aware, and sometimes that's not too pleasing."

Even some of his commissioned architectural art has engendered controversy. A quarter-century ago, parishioners in his native Edmundston expressed displeasure over a rather conventional work called "Way of the Cross." And feminists found an element of sexism in the sensuous curves of "Eros Corten," his large brass-and-steel composition erected in 1971 outside the nursing and domestic science building at the Université de Moncton.

But the biggest brouhaha occurred when Roussel's red, orange and yellow L-shaped fibreglass forms were unveiled at the entrance to Saint John City Hall in 1972. Roussel had won a province-wide competition and a $1,000 prize for his entry. But it turned out only the judges liked it; the rest of the city's residents became instant art critics. "I felt as if I had the whole population of Saint John on my back," he remembers. Detractors called the work everything from eyebrows to bumps on a lump. "It looks as if Common Council is marketing a new orange drink," said one woman. Then-mayor Robert Lockhart said it was a "disaster and a personal disappointment."

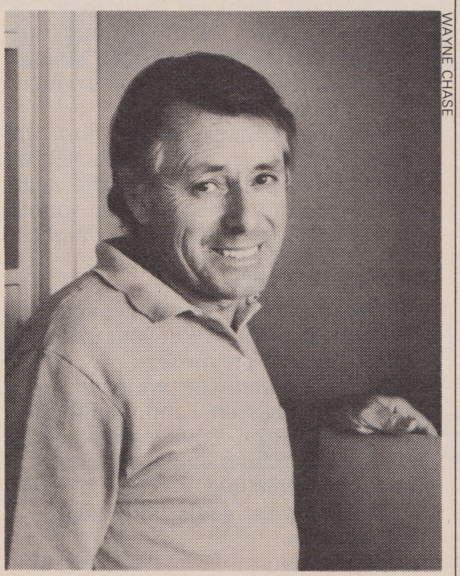
It appeared that Saint John was looking for some sort of civic symbol. But Roussel said his angular shapes, which

"Eros Corten": Feminists called it sexist

he called "Progression," had no symbolism — they were just decorative forms and color for a big building. Both artist and composition made it through the ordeal, but Roussel certainly hasn't forgotten it. "To survive in Atlantic Canada doing experimental art, you feel a little like a devil caught in holy water."

The artist's sanctuary is the basement of his home, and here one finds all the evidence of the restless spirit that powers this otherwise gentle man. Since 1981, he's been enthusiastically devoting himself to cast paper sculptures, which he creates with raw paper pulp purchased from a New Brunswick mill and then shapes with moulds or by hand. Often the experimenting doesn't stop with one medium: Intrigued during a visit to Grand Manan by the heart-shaped fishing weirs that fishermen have placed around the island, Roussel lately has been seeing what effect he can create by adding other elements, such as wooden poles to represent the weirs, to his paper casts.

A decade earlier, his passion was for shaped canvases, in which canvas is stretched over various objects to create unusual sculptures. Pointing to a work entitled "Mono and Bikini," Roussel observes: "The spirit is the voluptuousness of shapes." From this, it was a natural evolution to vacuum-forming in plastic. Done by few Canadian artists, this technique involves placing sheets of plastic over forms (either real or moulded) and then drawing out the air so that the plastic adheres to the forms. "I don't fight technology," says Roussel. "I use it, but I don't want to be a slave to it."



WAYNE CHASE

Roussel: "I don't fight technology"

One result is the quintessential Roussel work, a plastic sculpture called "L'Envers du Drapeau" (the flag in reverse), which shows a deformed Acadian star enclosing another collage of newspaper headlines. It is meant to convey the infighting and tension behind the Acadian political movement, a situation that touches Roussel deeply.

All of his creativity is nurtured within a warm family environment. Roussel's exquisitely attractive wife, Brigitte, is a weaver who's decorated her home with beige and brown earth colors spun on a large loom in the living room. Though she recently "went public for the first time," with a display of her work at an Acadian craft festival, she insists her career "is still the family." The Roussels have no social life to speak of, preferring to devote their time to six daughters, aged 17 to 26, three of whom are still at home. When Claude's creative well-spring runs dry, he repairs to his garden and promptly "replenish my forces there."

At the Université de Moncton, where he has taught for the past 20 years, Roussel has found another special joy — the gradual flourishing of Acadian creativity. He went there in 1963 as resident artist, began lecturing, and founded the art department. There wasn't much Acadian art in those days and little interest among young francophones. But Roussel was convinced "it was because they hadn't had access to it before."

He started building the art department (it has seven professors today) and, just as a regular university pay cheque undoubtedly liberated his own creativity, the education experience gave him the further satisfaction of helping release an entire people from a kind of cultural bondage. Today, gazing around a room full of his students' creations, he joyously proclaims "the expressiveness of it all."

It's a full life being a university *animateur* (a term he prefers over "professor"), as well as a dedicated family man *and* artist. The art alone might be enough for the man who was the first Acadian artist to achieve national prominence. But, he says, "art is an element that sings my excitement of life. Art itself doesn't exist." It's an important perspective; otherwise, he might be consumed entirely by his own creativity. "The ideas are unending," he declares. "I could never do them all. They're always there just waiting to be tried. You can never stop creating."

PERSONAL FINANCIAL MANAGEMENT

Why you need a personal financial plan, and how to go about getting one.

The majority of elderly retired people in Canada are poor.

An incredible situation in this land of plenty, but a situation that in most cases has been brought about by the individual's lack of foresight.

They didn't have a financial plan.

No matter how much, or how little, you earn, you should have some plan that will ensure the lifestyle you want after you retire.

Deep down inside, you realize you need a financial plan. Which brings up the main reason most people don't have one — *procrastination*. Never do today what you can put off until tomorrow, or better still, next week! Recognize yourself?

If procrastination is first on the list, it has to be closely followed by the failure to establish any financial goals. Even short-term goals.

Then there's the group who use inflation to defer their planning. This is the group that is waiting for the salary-breakthrough, the big raise that will put them ahead of inflation, let them pay off major debts, and then start planning. It is unlikely to happen. Planning (not dreaming) is the way to beat inflation.

Look at it this way.

If you have an income of $30,000 today, and you allow for an average 5% annual inflation, in 10 years' time you will need to earn $48,870 just to break even. In 20 years' time, you'll be looking for an annual income of $79,590. The moral being: The future won't take care of itself.

Venita Van Caspel is a well-known and highly-respected financial consultant in the United States. Her secret for the accumulation of wealth is simplicity itself, and you may want to take it as your personal financial mantra: "A part of all I earn is mine to keep." Not all of what you earn. Some must go for food, clothing, shelter, and of course, taxes. But remember, a part of all you earn.

In a book you should read and keep as a ready reference, *It's Your Money,* Canadian authors Christopher Snyder and Brian Anderson offer a somewhat more tangible formula. Plan to save 10% of your take-home income. Take it right off the top, before you start budgeting for other things. And before you say you couldn't possibly manage it, try it for a couple of months.

As we get into the nitty-gritty of the plan itself, it's a good idea to recognize what financial planning can and cannot do for you. For one thing, it cannot make you an overnight millionaire, and you shouldn't regard planning as some kind of financial panacea. What planning can do for you is show you where you stand and give you some control over where you are going. If it does nothing more than remove some of your general money worries, you would have to agree that preparing and implementing your plan is time well spent.

The plan

When you recognize that financial pressures are one of the commonest causes of marriage failure, it makes sense to recognize that financial planning should be a family affair.

Running a home and family is like managing a small business. If one spouse stays home and operates the household, it is essential that the other spouse understand the costs involved. And vice versa. The home spouse should recognize that an annual salary of $40,000 doesn't mean a monthly take-home cheque of $3333.33, and that in addition to a massive chunk of deductions, there are the day-to-day costs of going out to work.

When both partners work away from the home, the need to share financial information is even more important. If one partner starts thinking that he/she is bearing an unfair share of the total family financial load, there's trouble ahead. Full disclosure and frank communication is essential.

Planning, though, is not just for families, it's for everyone. Married or single, rich or poor, young or old, man or woman. And remember, the sooner you start the more you can accomplish.

Getting started

There are six parts or stages and they are equally important. Put your plan into writing. Take it seriously.

1. Establish where you are now

Consider your personal and family situation. Your salary. Your expenses. List your assets and your liabilities. Consider your career potential.

2. Establish your goals, long and short term

Be specific. Not, "I want to be rich," rather, "I'm going to be worth $1 million in 10 years' time." Not "One day I'd like a piece of property on the shore, or I'd like a family cruiser." Better "Three years from now we'll have a second home, or a 35-ft boat." You decide.

3. Consider your personality

What kind of person you are should determine the kinds of plans you make to achieve your goals. How much of your own time do you want to put into plan implementation? Can you handle the stress of buying and selling in a fluctuating market, or would you be better off going slow and steady?

4. Establish the "how-to" for each of your goals

For example: A priority goal could be clearing off $5,000 in various debts, charge accounts and such. How you do that is a question of options and priorities. Do you skip your annual vacation? Do you keep the car for an extra year? It is at this stage that you might want to consider getting professional help with you planning. You will also need to establish realistic budgets.

5. Action!

This is usually the end of the line for the procrastinators. Next week, or next month, or next year. No way. The worst possible thing you can do is to do nothing. Of course, it is entirely up to you. And in five, 10 or 20 years, when you retire, will you be one of those who'll be saying: "Where did it all go?"

6. The annual check-up

There is no greater encouragement for maintaining your plan than to see that you are making progress. So at least once a year, call a meeting of your "board of directors" and have a financial review. At the end of your first year, prepare a statement and use that as the basis for your on-going plan. You should probably declare a "dividend" and all go out for a celebration dinner.

Getting help

There are all kinds of people ready to give you help and advice, and you should avoid most of them. If you are going to get help, get professional help. A chartered accountant, or an investment counsellor. Be sure of his/her qualifications, membership of an organization such as the Investment Dealers Association is one indication of professional competence and integrity. And in addition to expertise and experience, you must be sure that the individual is someone you can relate to. You will be paying for this service, so know in advance how your adviser is paid and how much. Remember too the words of Eliot Janeway, "Free advice is worth exactly what it costs." ●

Recommended reading: It's Your Money *by J. Christopher Snyder and Brian E. Anderson. Published in Canada by Methuen.*

Without it important investment opportunities are lost. At Bache Securities, providing our clients with instantaneous access to the world's financial markets is a top priority. We pride ourselves on being able to deliver timely, up-to-date investment information as well as offering an unparalleled range of investment products and services.

Founded in 1879, we've grown. We're a part of one of the largest investment firms in the world. Bache Securities is one of the few firms equipped to meet the demands of investing internationally. With over 250 affiliated offices in 16 countries we can assist you in taking advantage of opportunities as they happen and where they happen. Virtually round the clock and round the world.

What it all adds up to is the ability to provide you with a unique blend of investment products and services for a brighter financial tomorrow.

Bache Securities. One powerful source for a lifetime of investment and financial achievement. To learn more about the products and services we offer, simply call us at **902-429-8960,** 5251 Duke St., Suite 1212, Halitax, N.S. B3J-1P3.

Bache Securities.

Instantaneous access to the financial markets of the world.

Bache Securities Inc.

Offices in: Calgary, Edmonton, Halifax, Montreal, Ottawa, Toronto, Vancouver, Victoria, Winnipeg.

What is your plan?

Deferred Income Plans—1984

The objective of tax planning is to save money. Savings can be realized through absolute reductions of income for tax purposes, through maximizing available deductions, through the splitting of income and/or through the deferral of income and the related taxes. Proper tax planning is neither immoral nor illegal and, in the matter of certain tax deferred plans, is a legislated method for saving money.

All too often, tax planning becomes a year-end exercise of ideas that "might have been." Tax planning must be done throughout the year and *you* should have your own customized plan. Recognizing that tax objectives and philosophies are personal to every particular individual, this article will review the tax aspects of certain government-approved savings plans. While it is hoped that the matters discussed herein will direct you towards areas of potential tax advantages, it is strongly recommended that, before undertaking any arrangement, you first discuss "your plan" with professional advisers.

Registered Retirement Savings Plans

Registered Retirement Savings Plans (RRSPs) are well known and are a popular retirement income arrangement. RRSPs were first established in 1957 and are a lucrative method of deferring taxes for an individual (direct corporate contributions are not permitted).

Contributions within prescribed limits are deductible in computing income. Amounts received therefrom, upon cancellation of the plan or the maturity of the plan, are taxable. Income accumulating in a trust under a RRSP is exempt from tax, thus compounding income on a tax-free basis. RRSPs must provide for maturity not later than the end of the year in which the annuitant becomes 71 and not before the earliest of the time that (1) the annuitant becomes age 60, (2) the annuitant or his/her (hereinafter referred to as "his") spouse receives a disability pension under the Canada or Quebec pension plans or (3) where the spouse of the annuitant has died and the annuitant receives a survivor's pension under the Canada or Quebec pension plans.

Contribution Limits

To be deductible, a contribution to a RRSP must be made during the year or within 60 days thereafter. Therefore, to be deductible for the 1983 taxation year, contributions must be made on or prior to February 29, 1984. Generally, the maximum deductible contribution is the lesser of (i) $5,500 and (ii) 20% of "earned income" (essentially, salary, net business income and net real property rental income). Member participation in a registered pension plan or a deferred profit sharing plan to which the individual or employer made a contribution in the taxation year restricts the maximum deductible RRSP contribution to the lesser of (i) $3,500 less the employee's contribution to a registered pension plan and (ii) 20% of earned income for the year less the employee's registered pension plan contribution.

An individual may have any number of RRSP plans, with different trustees. The contribution limits aforementioned apply to the annual aggregate contribution, despite the number of plans an individual contributes to. There is also a provision to transfer, tax-free, from one RRSP to another, but such transfers must be conducted directly between trustees. If an individual receives the funds on the transfer, the rollover becomes "tainted" and thus taxable to the individual. Since RRSP receipts are considered to be "earned income," a tainted RRSP can become part of the annual contribution limit (20% of earned income, etc.)

Rollover Rules

In addition to the annual allowable contribution, special types of income qualify for a direct "rollover" to a RRSP. Payments from the Canada pension plan, Quebec pension plan, Old Age Security, registered pension plans, retiring allowances (within limits) and deferred profit sharing plans qualify for a tax-free transfer to a RRSP. Ability to transfer such receipts to a RRSP provides a means of not only deferring the taxation of such income, but of converting ineligible income, eg. Canada pension plan, Old Age Security, etc. into income eligible for the $1,000 annual pension income exemption, if it would not otherwise be fully utilized.

The special rollover contributions to a RRSP must be made during the year or within 60 days after the end of the year in which the qualifying income was received. Frequently, the qualifying payment is made directly by the payer to the taxpayer's RRSP and, as such, income tax withholding at source can be waived. If tax has been withheld (not a direct transfer) it is recoverable when the taxpayer files his personal return reporting the deductible contribution to the RRSP. Obviously, if the taxpayer intends to contribute all or a portion of the qualifying income to a RRSP it is preferable to cause the payment to be made direct, thus avoiding the withholding tax thereon and tax sheltering the accumulating income for a longer period of time.

Spouse Plans

Deductible contributions can also be made by an individual to a RRSP under which his spouse is the annuitant. Spousal RRSP contributions are subject to his overall contribution limits, as previously outlined. Tax-free rollovers of qualifying income to a spouse's RRSP are not permitted.

Normally, payments from the spouse's RRSP will be taxable income to the spouse with the result that there will have been a deferral of the contributor's income, an effective shifting of income between spouses and the creation of a second pension income exemption, assuming the spouse would not be able to fully utilize the $1,000 annual pension deduction.

To prevent abuse of the spousal RRSP rules in that some taxpayers were contributing and cancelling immediately in order to split income between spouses (!), funds withdrawn from the spouse's RRSP, other than on maturity of the plan, are taxable to the contributing spouse to the extent of spousal contributions in the year of withdrawal plus any amounts deducted in the preceding two taxation years. It is worthwhile noting that spousal contributions refer to the *aggregate* made by the contributor and not the specific contributions to an individual plan.

Consider the following example:
— $3,000 contributed to spousal plan A in each years 1 and 2
— $4,000 contributed to spousal plan B in each of years 3, 4 and 5
— Plan A cancelled at end of year 5

Year	Plan A	Plan B	Total
1	$3,000		$ 3,000
2	3,000		3,000
3		$ 4,000	4,000
4		4,000	4,000
5		4,000	4,000
	$6,000	$12,000	$18,000

The contributor must include $6,000 plus accumulated income in his earnings in year 5, although he has not made contributions to Plan A in years 3, 4 or 5. The amount from Plan A is not taxable to the spouse.

Contributions in Kind

It is not necessary that contributions to a RRSP be in cash. An individual can contribute in the form of investments

Build your RSP with more options.

With a Royal Bank Retirement Savings Plan there are more investment options than at any other bank in Canada.

That makes us more flexible. If you want a guaranteed high interest rate deposit, we have it. If you want daily interest savings, we have it. And if you want your investment redeemable or non-redeemable, it's your choice. We have more options and more ways still for you to combine them. So you can build an RSP personally tailored to your investment goals.

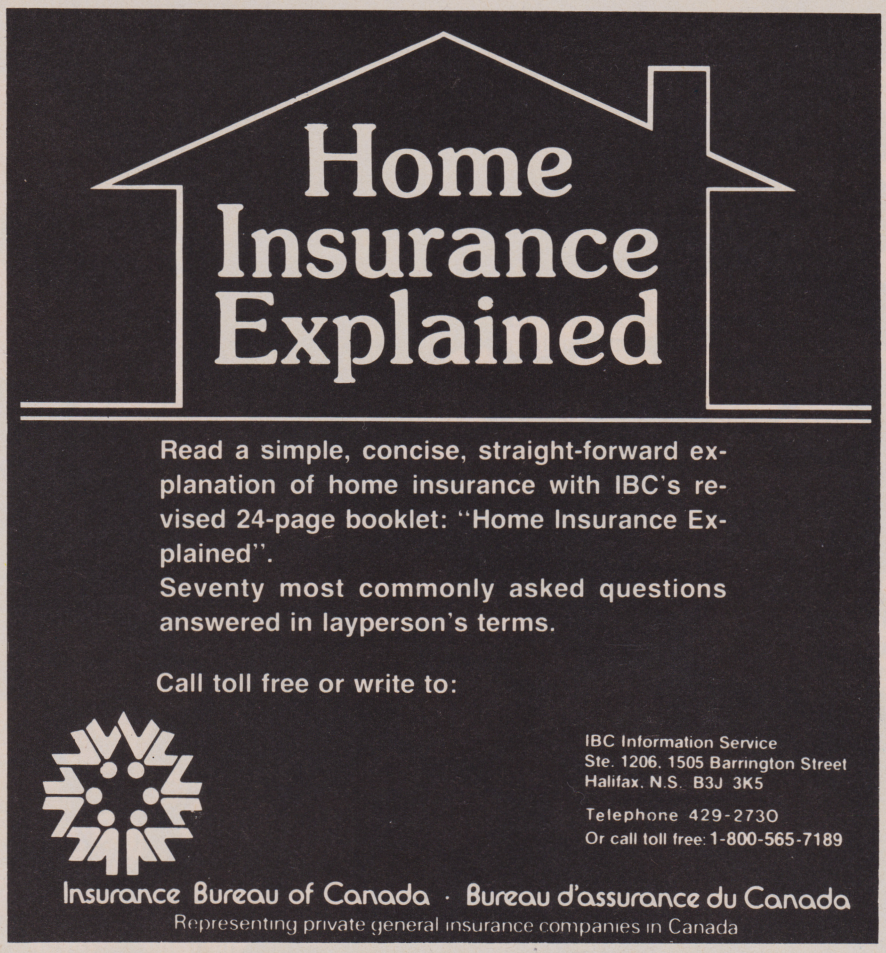
And we offer convenience too. We have an RSP specialist at every one of our branches across Canada.

When getting your Royal Bank Retirement Savings Plan, you'll find it competitive.

Put your money where your future is...a Royal Bank Retirement Savings Plan!

Come into any branch of Canada's favourite bank and talk to our RSP specialists.

ROYAL BANK



(those that a trust under a RRSP can make). Contributions in kind are most frequently encountered where the individual has a self-administered RRSP. Such contributions are deemed to occur at fair market value with any resultant taxable gain being taxed to the individual in the year of transfer. Unfortunately, the contrary is not true in that any capital loss arising from such a transfer is denied and, therefore, no capital loss deduction is available to the individual.

Over Contributions

In cases where the individual exceeds his maximum contribution limit, but not in excess of $5,500, the over-contribution can be refunded by the RRSP issuer without attracting adverse consequences (ignoring interest considerations, etc.). Because of the deferred taxation of amounts contributed to a RRSP, over-contributions in excess of $5,500 attract very harsh penalties.

Where an individual contributes too much to a RRSP and the over-contribution is in excess of $5,500, (and this can easily be overlooked by making excessive tax-free rollovers to a RRSP or a tax-free rollover to a spouse RRSP!) the individual will be "hit from all sides!" The excess amount is not, of course, deductible in computing income for that year. As a result, an assessment /reassessment will be made requesting additional taxes to be paid, thus attracting interest and possibly a late filing penalty. In addition, the over-contribution will attract a penalty tax of one and one-half percent per month for each month the over contribution exists. This penalty tax will attract interest if not paid on time and there could also be a further late filing penalty if the prescribed filing requirements for the penalty tax are not met — *and,* realizing that an excess contribution has arisen and a refund application is made, the refund of the over-contribution will be taxable in the year received, despite the non-deductibility of the "over-contribution" initially.

A word of caution! Do not over-contribute to a RRSP.

Registered Pension Plans

With specific exceptions, the value of all benefits derived from employment are included in income. The exceptions include an employer's tax deductible contribution to a Registered Pension Plan (RPP). Income accumulating under a RPP is tax sheltered, but amounts ultimately received from such a plan by an employee are fully included in income.

Contribution Limits

Employees can contribute to a RPP on a tax deductible basis. The maximum annual deductible contribution by an employee is $3,500 for current service. Such contributions are usually withheld from an employee's renumeration. Employee past service pension contributions for years while the employee was not a contributor to the plan are deductible to an annual maximum of an additional $3,500. Any excess past service contributions while not a contributor can

be carried forward for tax deduction in the succeeding taxation years. An employee may also make a past service contribution for years when he was a contributor to a RPP, i.e. for a year when the full $3,500 current service contribution was not made, but that amount combined with that year's current and past service contribution when he was not a contributor must not exceed $3,500 in a taxation year.

Employers can contribute $3,500 on behalf of each employee. If the funds in a RPP must be augmented in order that an employer's pension obligations can be satisfied, a deduction is permitted to the employer for the deficiency, if such deficiency is certified by a qualified actuary as being necessary.

Unlike RRSPs, employee contributions to a RPP must be made in the calendar year (by December 31) in order to be deductible for that year. Employer contributions, however, may be made within 120 days after its fiscal year-end in order to be deductible in that fiscal year.

In addition to the annual contribution limits, certain types of income qualify for a direct rollover to a RPP, eg., receipts from the Canada or Quebec pension plans, Old Age Security, another RPP, a RRSP (if a direct transfer), a deferred profit sharing plan and a retiring allowance (within limits). Similarly, RPP withdrawals can be transferred tax-free to another RPP, RRSP or deferred profit sharing plan.

Top Hat Plans

Information Circular 72-13R7 is the leading reference source for the tax considerations and the administrative rules pertaining to the registration of employee pension plans. This circular deals with, among others, the acceptance of pension plans which are primarily for the benefit of significant shareholders — affectionately known as "Top Hat Pension Plans." In the past few years, Revenue Canada has gone "full circle" with the acceptance of these plans so that we now have a somewhat restricted but half-hearted approval of Top Hat Pension Plans in specified circumstances.

A significant shareholder is defined in the circular to be an individual who, alone or in combination with relatives, owns shares that represent 10% or more of the voting power attached to all shares of a company that is participating in the plan.

Top Hat Pension Plans provide an excellent opportunity for shareholders (owner/managers) to take tax deductible dollars and transfer them, tax-deferred, to a future time. Such contributions are, however, restricted to the lesser of (i) $3,500 and (ii) 20% of the remuneration paid to such a member by the employer in the year. Furthermore, the shareholder's contribution to the plan is restricted to the lesser of $3,500 and (ii) 20% of his earned income for the year. Regardless of its limitations, Top Hat Pension Plans provide the optimum tax deferral opportunity for owner/managers (under the present legislation). You will recall that the maximum RRSP contribution is $5,500; therefore, an extra $1,500 can be tax deferred, accumulating income on a tax sheltered basis.

Top Hat Pension Plans can also be offered to other employees; but perhaps a different contribution level than that used for the significant shareholders and their relations would be established.

Deferred Profit Sharing Plans

A deferred profit sharing plan (DPSP) is another deferred income plan for employees under which contributions are computed by reference to the employers' profits. Employer contributions to a DPSP are deductible for tax purposes immediately. As with an RPP, income accumulating under a DPSP is not taxable; tax ultimately arises when payments are made to the beneficiaries under the plan.

Contribution Limits

A DPSP contribution made by the employer during the year or within 120 days after the end of the year is tax deductible to the extent it does not exceed the lesser of $3,500 and 20% of the employee's salary and wages for that year. The employer's deductible contribution limit of $3,500 for an employee is reduced by any RPP contribution the employer made in respect of that employee.

Unfortunately, there is no provision whereby employees can make tax deductible contributions to a DPSP. However, through the use of a combination of a DPSP, whereby an employer shelters $3,500, and an RRSP, whereby an employee shelters $3,500, an annual $7,000 is provided for retirement. This compares to the maximum tax deferral of an RPP (ignoring past service considerations).

Funds received from a withdrawal of the DPSP or the maturity of it can be rolled over to a RPP, another DPSP or a RRSP. Similarly, receipts from the Canada and Quebec pension plans, Old Age Security, a RPP and a retiring allowance can be rolled to a DPSP.

Effective 1982, employers can no longer obtain a tax deduction for contributions made to a DPSP on behalf of significant shareholders and employer relatives. When the legislation was first introduced, there was a "flurry" of activity to remove such members from DPSPs. In most cases, these members simply contributed or are still contributng the maximum $5,500 to a RRSP. As noted previously, a Top Hat Pension Plan may be a more attractive alternative for the DPSP "alumni," considering the fact that an aggregate of $7,000 can be sheltered.

Employee Benefit Plans — an untapped executive compensation arrangement

Prior to 1980, the tax treatment of non-registered pension plan arrangements was not clearly defined in law. As a result, deferred compensation plans, whereby an employer received an immediate tax deduction for contributions while the employee was not taxed on those contributions until amounts were actually received, became an area of close scrutiny by Revenue Canada. Whether or not the benefits are deductible or taxable and, more importantly, the timing of the deduction or taxation has been in a state of uncertainty for some time. In February, 1981, two new types of deferred compensation plans received statutory recognition —

(1) employee trusts and
(2) employee benefit plans.

Essentially, employee trusts do not involve a deferral of income recognition; as such, they will not be reviewed.

Employee Benefit Plans are very general in nature and typically take the form of a simple contractual arrangement whereby an employer agrees to pay an amount to an employee in the future. Individuals covered by the plan may, as a general rule, defer paying tax on benefits until amounts are actually received from the plan. The employer cannot deduct contributions to the plan until payments are actually made to the employee (beneficiary). In essence, the employer forgoes a tax deduction until the benefits are paid. This type of plan is particularly attractive to tax-exempt organizations and other entities in a loss position, where the immediate deductibility of contributions has no relevance. However, the deferred deductibility of contributions discourages the use of this compensation scheme by taxable organizations, but taxable organizations are certainly permitted to establish an employee benefit plan. In fact, they are becoming quite popular as a means of senior executive compensation, regardless of the timing of the employer deduction.

The employer obtains a tax deduction when payments are actually made to an employee. Allocations out of the plan are prioritized in the following order: (1) employee contributions to the plan (not taxable), (2) income earned and accumulated in the plan (taxable but not deductible) and (3) employer contributions (taxable and deductible). Therefore, if an employer contributed $1,000 to the plan in a particular year which earned $100 in income which was retained in the plan, it would be necessary for the custodian to pay $1,100 to the employee before the employer obtained

1534 • 1984

Canada Celebrates

In 1534 the French explorer Jacques Cartier first set foot on our eastern shores at Gaspé, the end of a long and arduous journey across the Atlantic. This auspicious event marked the beginning of a no-less thrilling ongoing adventure: Canada.

The 450th anniversary of Jacques Cartier's arrival in the New World will be the occasion for a series of outstanding events unparalleled in Canada's history: the gathering, in Québec, of majestic, full-rigged sailing ships; the Challenge Canada race with ships from across Canada crewed by sailors from the provinces and the grand finale – the Transat Québec-Saint-Malo in which the world's most sophisticated sailing vessels will race across the sea retracing the route of Jacques Cartier's valliant ships.

Québec, at the very roots of Canada's proud history, will be the host city for these memorable events. Québec, a modern, exciting metropolis of the 1980s, invites you to join in the festivities, celebrating 450 years of progress and commemorating our proud traditions.

Government of Canada Gouvernement du Canada

Canada

a tax deduction for his $1,000 contribution.

Amounts received by an employee are considered to be employment income in the year received and, therefore, are not eligible for the $1,000 interest deduction or the $1,000 pension deduction, nor do they qualify for a rollover into a registered retirement savings plan or a registered pension plan. As payments from an employee benefit plan are considered to be employment income, such amounts will constitute "earned income" of which 20% is eligible for a contribution to a registered retirement savings plan, subject to the annual contribution limits.

Taxation of Income Earned in the Plan

The definition of an employee benefit plan requires contributions to be made to "some other person," eg., the custodian, so that purely contractual arrangements for deferred compensation without a contribution to another person acting in a fiduciary capacity would probably not be covered. In the absence of specific regulations or even guidelines at this point, it is preferable that the custodian of the plan acts in a trust capacity. A trust is taxed as an individual on the accumulating income retained by the trust, subject to a minimum federal tax of 34% plus the appropriate provincial rate applied thereto. Revenue Canada has also ruled that the employer may be taxable on the plan earnings, a desirable result for the tax exempt organization. Regardless, subsequent payment of that income by the custodian to the employee will be subject to a further tax when received by the employee. This element of double tax is somewhat discouraging for employee benefits plans. However, the double tax on income will only occur within a year in which the payment to the employee did not exceed the income of the plan for the year. It is preferable, then, to ensure that the plan income (interest) is allocated out to the employee in any given year, with the after taxed amount becoming an employee contribution to the plan.

Conclusion

With due consideration to the government's heightened interest in deferred compensation and savings plans, there is still considerable scope in tax planning for the use of the arrangements and the related tax considerations. A very careful examination of the tax and non-tax considerations should be conducted before implementing a particular course of action. It is hoped, however, that this brief review will encourage you to consider the opportunities for saving money.

So, what is your plan? ●

This article was prepared by Mary Jane Andrews CA, Halifax Manager for Thorne Riddell

PERSONAL FINANCIAL MANAGEMENT

For women only

In 1979, sparked by the conviction that more and more women today need the ability and confidence to manage their financial affairs, Nancy Thomson developed a basic investing course for women. First taught in Toronto in September, 1979, the course was an immediate success and has since been taken by over 9,000 women in 14 centres across Canada. Eileen Pease has been teaching the *Investing for Women* course in Halifax since January, 1982, and one of the questions she answers most frequently is, "Why do you have an investing course just for women?"

First of all, everyone needs financial planning no matter what their sex or circumstances, but because of the economic, social and cultural mores of our society, women have unique needs when it comes to planning and investing.

Women earn less money than men and often interrupt their careers to have children, so that they work fewer years for less money and have smaller pensions. Therefore they need to nurture their resources and plan their retirement more carefully.

Although more and more women are entering the work force today, many middle-aged and older women do not work outside their homes. They are dependent on their husbands' income and retirement benefits. If a women in this position loses her husband through death or separation, she is suddenly thrust into the role of financial planner and sometimes, breadwinner. Many women have little preparation for this sudden change. Trying to learn the financial language and basic steps of tax planning while in a state of shock and grief is very difficult. Information she could have understood readily in happier times is almost impossible to absorb now. Sometimes it takes years for a woman to get back on her feet emotionally and financially. This trauma could have been much reduced if she had been involved with all the family finances from the beginning.

Our social and cultural heritage leaves women financially unprepared for the fast lane of the Eighties and both men and women suffer as a result. Eileen Pease feels that it is pointless to try to assign blame in this situation — we are all products of our upbringing and we tend to behave as our parents behaved. Nevertheless, marriage and lifestyle structures are changing so rapidly that many of us are caught with last year's attitudes in today's hard realism.

Although this is slowly changing, our culture encourages women to regard "handling money" as a man's role. This is just as unfair to men as it is to women and it leads to much distress.

As long as society encourages them, some women remain dependent and childlike about money — seeing it as more feminine and appealing to be helpless about finances. This may initially arouse a protective instinct in a man, but later it becomes a heavy burden. Sometimes even successful professional and executive women will hand over the reins of their financial lives to their husbands, brothers or fathers. Unfortunately the men they depend on may die or leave so that the feminine, appealing woman abruptly becomes humiliated and anxious or, even worse, poor and desperate.

As their parents did, many couples automatically assume that the husband will handle the major financial decisions, especially about investing, even though the wife does an excellent job of budgeting for day to day expenditures. This leads to two major problems. Either the husband enjoys the role and develops considerable expertise over the years, so that the gap in knowledge and ability to communicate over finances widens, leaving the wife more at risk if the husband dies or the marriage breaks down; or the husband has little time or inclination to acquire financial knowledge, but because he is successful in his chosen career society assumes that he knows how to handle his money. However, with little time and less inclination, he makes mistakes and loses more than he gains. In addition, he knows that he is earning a very respectable income and paying high taxes, so he is easily persuaded to put money into dubious "tax shelters," with disastrous results.

Whether the husband enjoys or dislikes the role of sole financial manager, it leads to strain and imbalance in the marriage. It is widely recognized that financial difficulties are the root cause of many marriage breakdowns. Eileen Pease believes that it is just as much a woman's responsibility as a man's to take the time and acquire the knowledge to understand how money works. At the same time, she recognizes that because of the social and cultural pressures just discussed, women are more comfortable and able to learn more easily in a course designed specifically for them.

Once they have learned the basics, many women take to financial planning and investing like ducks to water. They are often good at budgeting and tend to be rational and careful about where they put their hard-earned, hard-won money. Of course there are some women who already are excellent financial planners and very successful investors. These women are often surprised to find how openly men respect and admire their expertise. The girl with a cool eye for cash finds that she can give her helpless, appealing sister a run for her money. ●

WE'RE EXPANDING INTO NOVA SCOTIA FRANCHISEE'S WANTED

If you're considering a retail business consider a Paint Shop.

We have designed the store front, and the store layout, selected a wide range of paint and wallpaper products, listed a complete range of brushes and rollers, and also all the handy items to help the home decorator. If you want more details on how we help you with merchandising, marketing and advertising, contact us.

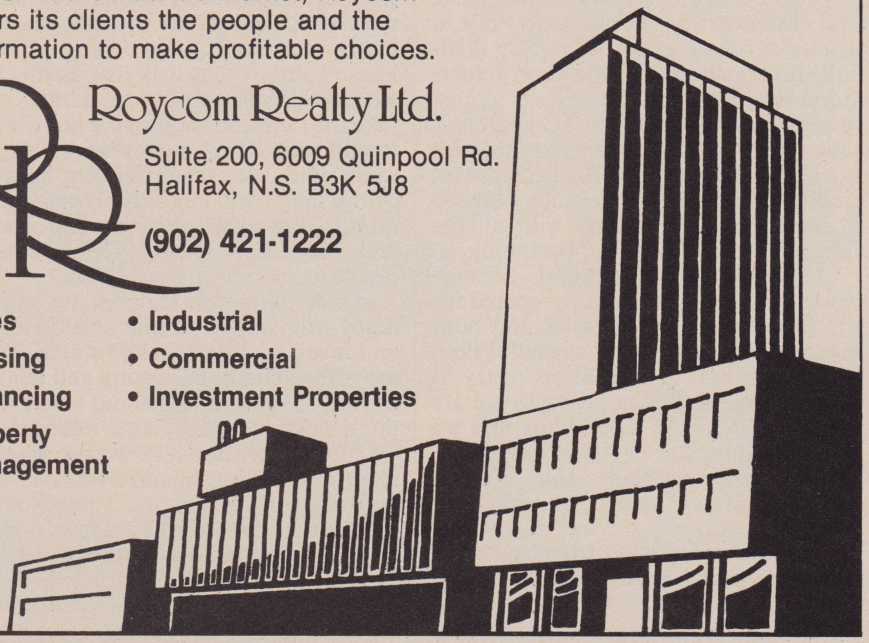
P. S. Paint Shops Ltd.
Mr. A. Gardiner
5925 Hillside Avenue
Halifax, Nova Scotia B3K 2S6
(902) 455-5629

A decision-maker's guide to property transactions.

Today's property decisions demand experience and analysis. As an established leader in the Atlantic market, Roycom offers its clients the people and the information to make profitable choices.

Roycom Realty Ltd.
Suite 200, 6009 Quinpool Rd.
Halifax, N.S. B3K 5J8
(902) 421-1222

- **Sales**
- **Leasing**
- **Financing**
- **Property Management**
- **Industrial**
- **Commercial**
- **Investment Properties**



PERSONAL FINANCIAL MANAGEMENT

Where there's a will

Your financial plan is designed to help guarantee your financial security after retirement. But it should also look to the security of your family if you were to die somewhat earlier than you anticipated.

That's why estate planning should be integral to your financial planning. If you were to die today, who would benefit most from your passing? The government or your family?

If you want to be sure that the people and things you care about are taken care of after you die, you need a valid, up-to-date will. Because without a will, a lot of things you might expect to happen won't happen.

Without your will, your spouse will not automatically inherit all your property.

Without your will, your spouse doesn't have the right to decide how your property should be divided among herself and the children, or even when the children should get their share.

Without your will, your spouse cannot choose the person who will have the responsibility for dividing up your estate.

Without your will, your next of kin do not have the right to sit down and decide among themselves how your estate should be divided.

Without your will, your estate will be divided and apportioned by a judge, someone who didn't know you, and who has no idea how you wanted to dispose of your assets.

Here's what happens if you die intestate. Most of your assets will be frozen until the court appoints someone to supervise the winding up of your affairs. Your debts will be paid off, and death duties collected. The balance is then divided according to fixed rules as set forth in the intestacy laws of your home province.

To insure that your will is valid and your objectives will be achieved, you will need input from four or five people. Your spouse, your lawyer, your financial adviser and/or life insurance agent, and possibly your accountant.

No matter how small your estate, you should have a will. And you should check it on a regular basis.

Wouldn't you just hate to think that on your death, the results of your work and careful planning could fail to achieve what you set out to do? Take care of those you love. ●

Art for money's sake

PERSONAL FINANCIAL MANAGEMENT

With the world of art investment in a state of uncertainty and change, many collectors are understandably cautious about investing large sums of money in the art market. Yet, despite gloomy economic conditions in general, Canadian art of good quality is holding its own as an investment value. Consistently good artists, whose work is respected, regardless of fashions and fads, offer a solid basis for investment. Emerging artists may represent more of an investment risk, but their long-term potential is all the greater.

Still, committing a substantial amount of capital to the acquisition of one piece of art is an investment which usually requires many years to realize a profit. Limited edition prints, on the other hand, offer an attractive investment opportunity. Because of the lower initial price of a fine art print, they appeal to a much wider market and have great potential for value appreciation. Roger Savage, an internationally acclaimed Nova Scotia artist, is an excellent example of an artist whose work has increased substantially in value. Prints also have an advantage in that they can be marketed across the country or around the world, reaching more collectors and obtaining greater visibility, thereby increasing their value.

A reminder — each print from a limited edition is an original work of art, carefully documented. As each edition is completed, the plates are cancelled and the print cannot be re-issued.

Atlantic Cultural Consulting Limited, through its fine art print studio, is offering investors the opportunity to directly sponsor the creation of a limited edition print. By underwriting an artist's expenses in producing a fine art print, an investor provides local artists with an opportunity to create original affordable art. In return, the investor receives a portion of the edition, plus a percentage of the returns from the sale of the remainder of the edition.

Costs:

The cost of producing a fine art print edition is $2,800. This amount is broken down into the following expenses.

Artist's Fee	- $ 500
Overhead Expenses	- 400
Production Expenses	- 1,500
Administration Costs	- 400

Each edition will be limited to 100 prints in the artist's edition, plus 1 Bon-à-Tirer, 10 Artist's Proofs, 2 Printer Proofs, and 2 Gallery Proofs, 1 cancellation proof, for a total of 116 images.

Returns

Of the 100 prints in the artist's edition, the investor will receive 18 prints as his personal property. Atlantic Cultural Consulting will retain 10 prints for its own inventory, and the remaining 72 prints become the joint property of the investor, the artist, and the gallery.

Atlantic Cultural Consulting will market the 72 prints and the returns from the sales will be divided among the owners. The artist will receive 30% of the proceeds, the investor will receive 30%, and the gallery will receive 40% of the sales. The recommended time for the sale of all prints is five years, although this will naturally vary according to the artist and the print.

The following schedule of returns is based on an initial publication price of $100 per print. Prices are determined by the availability of the edition: As the number of prints available for sale decreases, the price of each remaining print rises accordingly.

Initial return to the investor:
18 prints @ $100 = $1,800

Please note that this is the distribution price for galleries. The retail value of each print would be approximately twice the gallery price. ●

TORONTO
$65.
Comfortably Affordable

Take advantage of our low rate of $65.00 per night, single or double occupancy and still enjoy the full rate service you expect from two great hotels.

Enjoy the Park Plaza Hotel. Located in the heart of Toronto. Graciously dedicated to every guest's whim. Comfortably elegant. Comfortably affordable.

Stay at the beautiful and personal Hotel Plaza II located at the corner of Yonge and Bloor. Superb accommodation, excellent location and very affordable. Rate effective until April 30, 1984.

Toll Free
1-800-567-1991

PARK PLAZA HOTEL
4 Avenue Road, Toronto, Ontario
(416) 924-5471

HOTEL PLAZA II
90 Bloor St. E., Toronto, Ontario
(416) 961-8000

PREFERRED HOTELS® WORLDWIDE

Money talk

If you are going to talk investments, it helps to know the language. Here is a glossary of common investment terminology.

Assets: Everything a company or a person owns or has owed to it.

Bank Rate: The minimum rate at which the Bank of Canada makes short-term advances to the chartered banks, to savings banks governed by the Quebec Savings Bank Act and to investment dealers who are money market "jobbers." Historically the Bank Rate has been administered directly by the Bank of Canada and was changed from time to time as a symbolic indicator of the bank's attitude toward monetary policy. However, recently (beginning March 13, 1980) the Bank Rate was set at 1/4 of 1% above the weekly average tender rate of 91-day Treasury Bills.

Bankrupt: The legal status of an individual or a company which is unable to pay its creditors and whose assets are administered for its creditors.

Bear: One who expects that the market or the price of a security will decline.

Bid and Asked Quotations: Bid represents the highest price a prospective buyer is willing to pay; asked price is the lowest price the seller will accept. The two together are referred to as a quotation.

Blue Chip: An active, leading, well-seasoned equity issue, usually with long-time dividend record and strong investment qualities.

Bond: Evidence of a debt on which the issuer promises to pay the holder a specified amount of interest for a specified length of time, and to repay the loan on maturity or expiration date. Strictly speaking, assets must be pledged as security for a bond. However, the term is often used loosely to describe any debt security.

Bull: One who expects that the market generally or the price of a particular security will rise.

Capital: To an investor, it means the financial assets he has invested in securities, his home and other fixed assets and cash.

Cash Flow: A company's or individual's net earnings plus any deductions that are not paid out in cash such as depreciation and deferred income taxes.

Class A and B Stock: Class A stock is similar to a participating preferred share with a prior claim over Class B for a stated amount of dividends or assets or both but without voting rights; the Class B usually has voting rights but no priority as to dividends or assets.

Common Stock: Securities which represent ownership in a corporation and carry voting privileges.

Convertible: A bond, debenture or preferred share which may be exchanged by the owner usually for the common stock of the same company, in accordance with the conversion terms.

Coupon: A portion of a bond certificate entitling the holder to an interest payment of a specified amount when clipped and presented at a bank on or after its due date.

Debenture: A certificate of indebtedness of a government or company secured only by the general credit of the issuer and not by mortgage or lien.

Dividend: An amount paid to preferred and common shareholders in cash or stock at the discretion of a company's board of directors.

Dollar Cost Averaging: Investing a fixed amount in a specific security at regular set intervals over a period of time, thereby averaging the cost paid per unit.

Growth Stock: Common stock of a company with excellent prospects for above-average future growth.

Investment Counsellor: One who is professionally engaged in rendering investment advice on specific securities.

Investment Trust, Company, or Fund: A company which uses its capital to invest in other companies. There are two principal types: *closed-end* and the *open-end*, or *mutual* fund. Shares in closed-end investment trusts are readily transferable in the open market and are bought and sold like other shares. Capitalization of these companies is fixed. Open-end funds sell their own new shares to investors, are ready to buy back their old shares, and are not listed. Open-end funds are so-called because their capitalization is not fixed; they issue more shares as people want them.

Liabilities: Debts of a corporation, usually divided into current liabilities — those due and payable within one year — and long term liabilities — those payable after one year.

Listed Stock: The stock of a company which is traded on a stock exchange.

Margin: The amount paid by a client when he uses credit to buy a security, the balance being loaned by his broker against acceptable collateral.

Market Price: The last price at which a security sold.

Maturity: The date on which a loan or a bond or debenture comes due.

Money Market: The part of the capital market in which short-term financial obligations are bought and sold. These include federal government Treasury Bills and other securities maturing in three years or less, commercial paper, bankers' acceptances, trust company guaranteed investment certificates.

Over-the-Counter (O.T.C.): Over-the-counter is mainly a market conducted over the telephone. Also called *unlisted market* and *between-dealer market*.

Portfolio: Holdings of securities by an individual or institution.

Preferred Stock: A class of share capital that entitles the owners to a stated dollar value per share in liquidation and a fixed dividend ahead of the company's common shares. Preferred shares usually have voting rights only when a stated number of dividends have been omitted.

Prime Rate: The interest rate chartered banks charge to their most credit-worthy borrowers.

Term Deposit Receipt: A deposit instrument most commonly available from chartered banks, requiring a minimum investment at a pre-determined rate of interest for a stated term.

Treasury Bills: Short-term government debt, issued in large denominations and sold chiefly to large institutional investors.

Treasury Shares: Authorized but unissued stock of a corporation of previously issued shares that have been reacquired by the corporation.

Yield — Bond & Stock: Return on an investment. A stock yield is calculated by expressing the annual dividend as a percentage of the current market price of the stock. A bond yield is a more complicated calculation, involving annual interest payments plus amortizing the difference between its current market price and par value over the life of the bond. ●

NANCY THOMSON
INVESTING FOR WOMEN

"In co-operation with The Investment Dealers Association of Canada"

Canadians now pay SEVEN TIMES more taxes than they did twenty years ago.

Learn how to use the Tax Breaks available and how to plan an estate in our

TAX and ESTATE PLANNING Course
Starting February 21st, 1984

Enquire about our Basic
INVESTING FOR WOMEN Course
Beginning in
Wolfville on March 27th, 1984
Halifax — Week of April 2, 1984

Call: . . . 423-0726 anytime
6139 Linden Street
Halifax, N.S. B3H 2K7

CHARGEX VISA

The *Italia* passes below Schonberg Castle, now a hotel

Floating down the Rhine

For sheer relaxation and pure pampering you can't beat hopping a boat to drift for days on one of the world's most magical rivers

By Anne Kaptein

The Lorelei Rock, rising 146 m above the River Rhine, was sprinkled with sparse autumn foliage on the late September day when our ship glided past. But there was no Lorelei in sight. Legend says this siren, witch or fair maiden (depending on the storyteller) would sit on top of the rock singing, combing her golden hair and attracting the attention of countless sailors who passed below with their ships. For the sailors, the results were disastrous, as one vessel after another crashed on the reefs.

I was one of the 200 passengers on the *Italia*, a cruise ship of the KD German Rhine Line, sailing from Switzerland to Holland on one of the world's most magical rivers. The tour began in Basle, wending downstream to Nijmegen, and covering nearly 1,000 km in three days. I climbed aboard in the dark at the Elsässer Rheinweg. Below, the *Italia*, lit up with strings of colored lights, lay waiting. Tour buses and taxis disgorged young, old and middle-aged tourists. I heard mostly English spoken with a sprinkling of Swiss French and the crew's German.

I was determined to enjoy every minute on this floating luxury hotel — probably the closest I would ever get to sailing on the *Love Boat*. Once aboard, we were welcomed by the ship's hostess, Heidi, and sent on our way to the dining room for dinner. My table companions were from California, Texas, and Germany and the couple from California was taking this cruise for the second time. "It's so romantic," the wife giggled. The six of us emptied three bottles of Pfälzer Landwein, a dry wine, with dinner, and I navigated carefully down the steps to my cabin on the Lorelei Deck.

Cabins on the Lorelei Deck are more expensive than those on the Rhein Deck below, but well worth the extra cost. My window was so large and low that I could watch the scenery slowly drift by as I lay in bed. Modern and comfortable, the cabins have showers, washrooms, air conditioning, telephone and a two-channel sound system. You'll never miss any announcements or commentary as you pass interesting landmarks — unless you want to pass them up in favor of turning on the music.

At 4 a.m. the next day we left Basle and, while the passengers slept, the boat slipped out of Switzerland and continued north. We were cruising with the current at an average speed of 26 km.p.h. Going the opposite direction, from Amsterdam to Basle, and against the current, the speed drops to 16 km.p.h. and the trip, though the same distance, takes one day longer.

A scary ramming noise along the boat woke me. I dashed to my window, opened the drapes, and instead of dark waters of the Rhine, a grey cement wall loomed only inches from the window, while the boat slowly sank lower and lower. I had completely forgotten that we would be passing through 11 locks on our way to Holland, with a total drop of 248 m. Between Basle and Strasbourg alone, our ship was lowered 100 m. The old lock gates on this stretch are so low that, in order to pass, the *Italia*'s steering house and funnel had to be hydraulically lowered into the ship. Even the sun deck railings had to be removed temporarily. The newer locks on the Rhine are higher, with two chambers, each 300 m

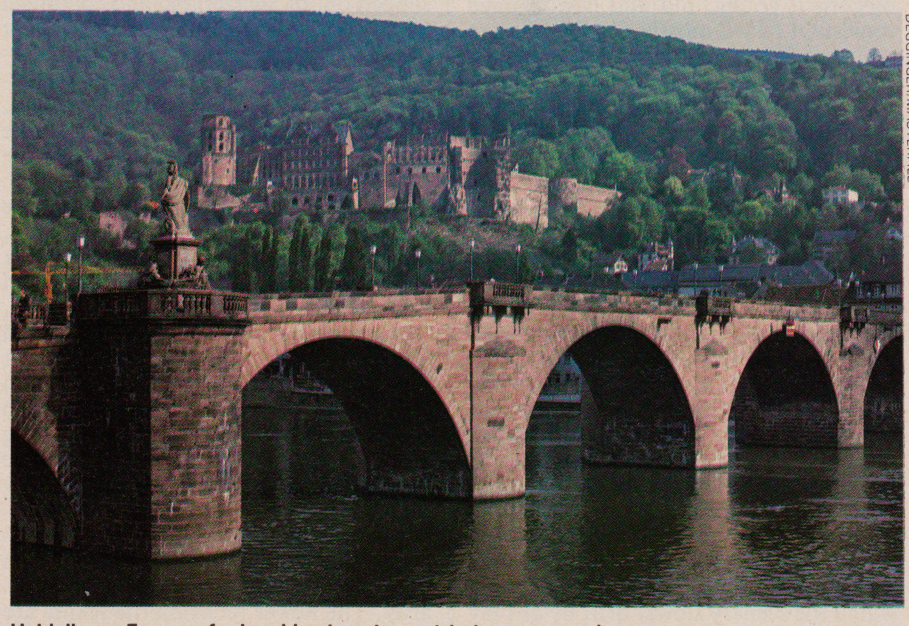
Passengers sample Rhine wine in the *Italia*'s observation lounge

long and 23 m wide, and an average drop of 13 m.

When the first passengers arrived in the elegant dining room for breakfast, the boat was entering the Rheingau and passing the French Vosges Mountains on the left river bank, and the German Black Forest on the right one. As we drew closer to the wooded mountains on either side we could see their steep vineyards, sloping pastures and rolling farmland. We passed historic battlefields, small towns, and rows of gabled houses, brightly painted or half-timbered, with flowers spilling out of window-boxes.

Breakfast was the same every day: Juice, a platter of fancy cold cuts and cheese, Danish pastry, coffee, tea or hot chocolate. It could have carried most of us through the whole day. By the time I had my second cup of coffee and nibbled at a Danish, we arrived in Strasbourg, our first port of call. About half of the passengers disembarked for a sightseeing tour of this ancient French city. The boat picked them up later in a small town ahead. Because I'd already visited the cities we passed, I settled into a lounge chair on the sun deck and enjoyed the September morning, chatting with other, equally lazy passengers. I savored the tranquillity of the Rhine and its surroundings. River traffic in this region is slack; it got busier later on during our passage of the romantic rocky gorge between Bingen and Coblenz, definitely the most picturesque part of the Rhine.

Cruising down the Rhine is a delightful, relaxing way to see a historic part of Europe. You can't beat it for diversity or comfort. The beautiful scenery changes constantly. History touches you at every bend of the river. At Urnitz,



DEGGINGER/MASTERFILE

Heidelberg: Famous for its old university and boisterous student taverns

Caesar and his troops crossed the Rhine in 55 BC. At Andernach, Charlemagne had his summer residence. Other kings and emperors sailed up the Rhine in royal barges on their way to Italy. Still others fought, visited or lived here. The crumbling remnants of the former Ludendorff Bridge at Remagen mark the place where, on March 7, 1945, the first American troops crossed the Rhine unopposed during the Second World War.

This cruise makes no more serious physical demands on passengers than climbing stairs or playing shuffleboard on deck. There's no rush to catch a plane or train, no worries about foreign languages, currency, room bookings or lost luggage. There are no major decisions to be made, either, except perhaps deciding what to wear, what to eat (and how much), and what kind of wine to sample. Pampered by friendly and efficient staff, entertained in the lounge by folk groups or the oompah band, playing old-time dances, enjoying delectable meals and wines, as well as the company of relaxed fellow passengers, you never want the cruise to end. The camaraderie that develops on board could never happen in any hotel. Some lifelong friendships have started here and, yes, romance has blossomed, too.

In the afternoon, once the sightseeing crowd had returned from Strasbourg, the captain threw a welcome-aboard champagne party in the observation lounge. He introduced his crew: The first officer; the dining room headsteward Giovanni; Peter, the chef; and Heidi, the hostess, who translated the captain's speech into English and French. Then the captain asked passengers to stand up when their respective countries were announced. The majority came from Canada and the United States. The two older women at my table, who responded when Canada was called, came from Saint John, N.B. We sipped the champagne, nibbled at fancy cookies and nuts and began to unwind. Some passengers were already making plans to sail with the *Italia* again next year.

In the evening, a group of us, wrapped in the ship's heavy blankets, stretched out on deck. The *Italia* sailed along smoothly, hardly causing a ripple on the water. River traffic had increased. Boats, large and small, all lit up, shared the river with us. Villages and small towns along the water's edge showed up as a spray of lights, reflecting on the Rhine's glassy surface. Soft music drifted up from below; the waiter had just brought up some drinks; the stars were out, and no one wanted to go below deck.

That night, our ship dropped anchor at Mannheim. Another ambitious group of passengers left the boat for an evening sightseeing tour of Heidelberg, a city made world-famous by its old university,

Business Reply Mail:
No Postage Stamp Necessary
If Mailed in Canada.

Postage will be paid by:

POSTES · CANADA · POSTAGE
1202

Atlantic Insight

1668 Barrington Street,
Halifax, Nova Scotia
B3J 9Z9

Passengers sample Rhine wine in the hotel's observation lounge

Heidelberg: Famous for its old university and picturesque student taverns

INSIGHT SAVES!

Subscribe now and save $6.40

☐ **1-year only $17.00.**

Regular home delivery $22.00 Newsstand $23.40.

Offer good only in Canada.

NAME _____

ADDRESS _____

_____

_____ CODE _____

B1B 024

OR CALL TOLL-FREE: 1-800-565-7767

(Metro Halifax: 429-8094) Use your VISA or MasterCard

A supplement to Atlantic Insight February 1984

the boisterous atmosphere of its student taverns, and the 1950s movie *The Student Prince* with Mario Lanza.

Those of us who stayed behind decided to study the wine list. A German woman in our group who came from the Ruhr District turned out to be an expert on wines, and we got a crash course on the harvesting of grapes and the art of wine making. Germany's largest wine-growing districts are situated along the Rhine. Because of the famous Riesling grape, grown here and along the Moselle (a tributary of the Rhine), the region produces the world's best white wines. Near Worms, amidst vineyards, is the Liebfrauenstift, a monastery of Our Lady, which gives the wine produced here its name, Liebfraumilch.

The next morning at five, the *Italia*'s engines gently set the boat into motion. (No matter how gentle it was, the movement woke me every morning. Other passengers didn't mind.) We soon passed Worms, one of Germany's oldest cities. It was here, in 1521, that Martin Luther exclaimed: "Here I stand; I can do no other; so help me God!"

Slowly the boat entered the Middle Rhine section, more often called the "Romantic Rhine." With the beautiful scenery and castles came more traffic, both on the river itself and along its banks. Local barges, sightseeing boats and cruise ships with their national flags snapping in the wind from sterns, were mostly Swiss, German, Dutch, French and Norwegian. On either side of the river, freight trains, buses and trucks sped by. But all this could not mar the picture-postcard splendor all of us had eagerly awaited.

A dense mist hung over the Rhine Valley as we entered this region. We were worried that our view would be limited just at the point when our cameras were ready to go into action. But to everyone's relief, the mist soon began to lift.

Rüdesheim, the famous wine-growing town, with its cosy wine taverns along narrow cobbled lanes, locals who know how to enjoy life, cheap wine and good food, draws visitors like a magnet. Our boat did not stop here, but other KD Lines vessels do. It's certainly worth a visit. On a previous trip to the town, we ambled into one of its *weinstuben* (taverns) at 11 a.m., attracted by music and encouraged by the portly owner at the door, lustily shouting, "Step right in, ladies and gentlemen, for a little fun this morning." We stepped in and never regretted it. Tourists, sitting along big wooden tables, were just finishing their breakfast of scrambled eggs and rolls with thick slices of liverwurst, washed down with wine. No one bothered with coffee or tea. When the band struck up again, people scurried to the tiny dance floor. In Rüdesheim it doesn't matter what time of day you want to feel happy. Any time will do.

Unfortunately, Rüdesheim can be expensive, especially local crafts and souvenirs along the well-known Drosselgasse. You'll be better off buying your gifts on board ship, even though the choice is more limited.

Across the river from Rüdesheim, on a tiny rocky island, is the famous Mouse Tower. Many legends surround the Rhine, some silly, some downright cruel, but the most gruesome one is about Bishop Hatto II and the Mouse Tower. During the Middle Ages, so the story goes, starving people came to the bishop begging for food. The wicked man lured the poor souls into the barn by promising them grain. He then locked the doors and set the barn on fire. But he got his deserved punishment. Swarms of mice, frantically escaping the burning barn through cracks, holes and windows, pursued the bishop to his tower and devoured him. Locals will tell you that the offensive odor inside the tower still lingers from the bishop's corpse and from the bodies of his tormentors.

The Rhine has a long history as an inland waterway. When the Roman Empire expanded to the north, it improved river facilities for shipping, and wealthy merchants as well as poor river men had to pay heavy taxes to use the river. Later on, greedy princes, bishops and robber barons built castles on rocky plateaus along the river and fought each other for the profitable rights to the passage. They harassed passing boats and even went so far as to string heavy chains across the water to stop traffic and to collect exorbitant tolls. Finally, in 1868, the Rhine passage became free for all. The castle ruins of those powerful lords remain, symbols of the feudal system of medieval times, when a trip on the Rhine, unlike ours, could be full of danger.

The castles are a strong drawing card for tourists and there are more of them along this 60-km stretch of the Middle Rhine than anywhere else in the world. Those fortresses have had violent pasts. With the exception of the Marksburg near Braubach, all were battered and destroyed during the fierce religious wars of the 16th and 17th centuries. In time, they were rebuilt, according to their original plans, and then again suffered devastating assaults by the French under Louis XIV. The final blow to the ruins came during the French Revolution, and what we see today are the remnants of those medieval fortifications.

Slowly, our boat wound its way around one bend of the river after another, dodging small rocky islands. Navigating through this shallow, rocky channel, which in some places is only 100 m wide, makes heavy demands on skipper and pilot. But the scenery is breathtaking: Steepled villages, more vineyards on steep terraced slopes and castle ruins on craggy hilltops. While we passed here, the ship's intercom delivered a running commentary in three languages, German, English and French. Nobody wanted to leave the deck and move to the dining room for lunch but, luckily, we could still enjoy the scenery through the

BERRY/MASTERFILE

Most of the castles along the Rhine have had violent pasts

dining room windows while eating fillet of smoked trout with horseradish cream as an appetizer. The entrée was roast veal, Dutch style, sweet corn, paprika vegetables, buttered noodles, salad with Indian dressing. Dessert was hazelnut cream with whipped cream.

The boat was now moving past the Schönburg, a huge castle ruin that has been partly restored and now houses a hotel and restaurant. If you have always wanted to live in a castle, this would be the place to spend a few days.

The Lorelei Rock, probably the best known feature on this trip, came next. At the foot of this 146-m hill, you'll see a beautiful sculpture of the Lorelei sitting on a rock (a little larger than life-size). It was created by a Russian sculptor, then donated to Germany. Small plastic imitations and postcards of the sculpture are sold in local gift shops, and a certain amount of the proceeds is sent voluntarily and out of gratitude to the Russian artist.

When we reached Coblenz, situated where the Moselle enters the Rhine, the most picturesque part of the journey was behind us. There was still the odd castle, palace or monastery, but with the terrain gradually becoming flat and the woods thinning out, they looked much less expansive than the ones we had passed earlier. Now the Rhine showed us a different face. Industry spilled out to the river's edge. Smokestacks belched clouds of steam, and river traffic increased as we sailed through the industrial part of the Rhineland.

The sun was casting long shadows along the river when we approached another port of call, Bonn, West Germany's capital and Beethoven's birthplace. A coach was waiting to pick up passengers for a tour of nearby Cologne. Our boat followed slowly in the same direction. Some of us who stayed behind met in the observation lounge for coffee and a chat. Others drifted into the reading room with its comfortable sofas, reading lamps, desks and all kinds of games. Those who cared neither for chatting nor reading settled in the sauna.

It was already dark when we dropped anchor in Cologne for the night. The cathedral with its twin towers was brilliantly flood-lit, and lights also twinkled on two of the seven bridges spanning the Rhine at Cologne. With one million inhabitants, this 2,000-year-old city is famous for its cathedral, carnivals, world trade fairs and eau de Cologne.

It was our last night on board. Dinner was superb, and a bottle of Hochheimer Hölle ($13), a slightly sweet wine and the best I ever tasted, complemented the meal nicely. To round out the evening, we danced in the lounge. But, as on most cruises, women outnumbered men by two to one. (The men had a great time.) It was late when we climbed down to our cabins. One more glance at Cologne, and I closed my drapes.

BILL STALEY/MASTERFILE

The twin-towered cathedral dominates Cologne's twilit skyline

The next morning we were off again, passing the sterile-looking buildings of Düsseldorf and industrial Duisburg, Europe's biggest inland harbor. Here the River Ruhr enters the Rhine, and our sail through Germany's Ruhr district with its towering steel smelters, plants and docks wasn't one of the more attractive parts of the cruise.

The *Italia* moved through the Lower Rhine toward Holland. Across the Dutch border, the landscape changed drastically. Holland is flat and incredibly neat. Windmills with their mighty blades turning, enormous carpets of autumn flowers with their glowing colors, prosperous farms and orchards stretched along the river.

During lunch, our last meal on board, we arrived in 2,000-year-old Nijmegen, a city famous for the part it played in Allied airborne landings during the Second World War. For the passengers of the *Italia* it was the place to disembark and to board the waiting buses for Amsterdam. One more glass of wine, one more toast, and promises to stay in touch and to meet again on the *Italia* for another cruise. Maybe next year.

Getting there — and back

The coach transfer to Amsterdam takes two hours and is free. Other KD German Rhine Lines go as far as Amsterdam or Rotterdam. The bus deposits passengers at Amsterdam's Central Rail Station. From here, a KLM coach takes travellers to Schiphol Airport. Canadians then take a Canadian Pacific flight to Halifax and Toronto.

There are three categories of Rhine cruises available: First class, Europa class, and Bed and Breakfast class. The most expensive is a first class tour, lasting six days, $875 (U.S.) per person. The cheapest tour is a Bed and Breakfast (other meals can be bought on board), lasting two days, $188 (U.S.) per person. You can choose a trip lasting anywhere from two to six days, with different ports of call. A first class round trip, Rotterdam to Basle and back, lasting nine days, costs $1,335 (U.S.) per person.

The difference between first and second class is in the food and service. First class offers five meals per day instead of the three meals on Europa (or second class). There is also more choice in meals on first class. How they can improve the service I can't imagine since it was already perfect on the *Italia* (Europa class). Also, first class boats have an outdoor swimming pool.

For more details on Rhine Tours contact your travel agent or the *German National Tourist Office* at *2 Fundy, P.O. Box 417, Place Bonaventure, Montreal P.Q. H5A 1B8.*

You are on the wanted list

The *Atlantic Insight* list of subscriber names and addresses is recognized as containing the cream of the Atlantic Canada market. As a subscriber, you are seen as a prime prospect for all manner of goods and services.

On occasion, and only after careful scrutiny of the offering to be made, we will lease our list to reputable companies and organizations.

Many people appreciate the opportunity to be made aware of new ideas and services. However, if you would prefer to have your name and address excluded from the list when it is leased, please let us know, write: Neville Gilfoy, Circulation Manager, *Atlantic Insight*, 1668 Barrington Street, Halifax, N.S. B3J 2A2.

Please include the address label from a recent issue.

IF YOU ARE MOVING

Please help us maintain continuous service with your *Atlantic Insight* subscription. Complete coupon below, attach your current address label, and mail to: Atlantic Insight, Subscriber Services, 1668 Barrington Street, Halifax, N.S. B3J 2A2. Allow six weeks for change to be made.

NAME _____

NEW ADDRESS _____

_____

_____ CODE _____

EFFECTIVE DATE _____

MARKETPLACE

WHITE GOOSE DOWN DUVETS. Excellent quality 100% cotton ticking with 2'' baffles. Delivered prices to Maritimes, Newfoundland: Twin $136, Double $160, Queen $183, King $225. Please send cheque. Parcel will go insured post. The Duvet Corner, 260 First St., Collingwood, Ont. L9Y 1B1

NOVA SCOTIA FARMSTEAD GOUDA CHEESE. Made from unpasteurized milk without use of preservatives (nitrates) and/or colors. Sold at The Market (Brewery Complex, Halifax) on Fridays and Saturdays. Or Mail order; Full wheels only. Wheelsizes: ± 1 Kg, ± 2½ Kg, and ± 5 Kg. Prices: $8.80/kg $7.70 kg. (spiced $.50 extra) plus postage and handling. Write: That ___ ___ ___ Dutchman, Lr. Economy, N.S. B0M 1J0 Tel: 353-2751

CIBACHROMES from slides. 8 × 10 @ $12.00, 11 × 14 @ $20.00. Add $1.50 for postage and handling. N.S. residents add sales tax. No C.O.D. Send slides to W.F. Reitboeck, Box 989, Shelburne, N.S. B0T 1W0

HARPSICHORD BUILDER. Precise experienced construction of Zuckerman Designs. Maritime built. Eric S. Thulin, Millville, New Brunswick (506) 463-2714.

Only $1.00 per word

Marketplace Order Form

To: Atlantic Insight, Marketplace
1668 Barrington Street, Halifax
N.S. B3J 2A2 (902) 429-8090

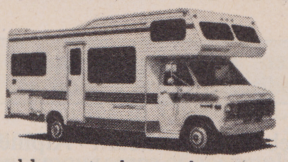
My ad is ..... words ($1 per word, minimum 10 words). Name, address, $5.00 flat rate. Please run ..... times. Total cost $..... (Must be included with order.) Copy deadline six weeks prior to month of issue. Inquire about special rates for display.

Please supply copy, name, address, and telephone number on separate sheet of paper.

You agree to offer a money-back guarantee respecting goods or services.

Your ad could reach 200,000 readers.

"THE WAY TO GO"



Travel by motor home; the way to go to Florida this winter, to P.E.I. in the summer, to New England in the fall, to ....

MR. MOTORHOME
New and Used Motor Homes
Windsor-Falmouth, N.S.
(902) 798-3166
Quality motor homes by CORSAIR
Available for viewing 7 days a week, till 9 p.m.

Maxi Wagon
A quality-engineered, multi-purpose cart that makes the wheelbarrow obsolete!

The ALL CANADIAN garden cart.

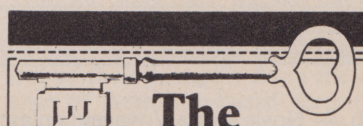
MW 20 - 300 lb. capacity

MW 26 - 400 lb. capacity

For FREE brochure, write:

Boisventure Inc.
Dept. A, 29 Fief, R.R.1, Hudson, Quebec J0P 1H0
(514) 458-5940

THE LESTER HOTEL
ST. JOHN'S, NFLD.
Luxurious Rooms
Fine Dining Nightly
Lounge, with
Live Entertainment
12 Blackmarsh Road
(709) 579-2141
Telex No. 016-4692



The Lost Key To Financial Security
WRITE FOR YOUR *FREE* COPY OF THIS TIMELY BOOKLET!

THE CHURCH OF GOD, INTERNATIONAL
P.O. BOX 2525, PENTICTON, B.C. V2A 7H5
GARNER TED ARMSTRONG

CALENDAR

NEW BRUNSWICK

Feb. — Moncton Alpines play: Maine, Feb. 1; Sherbrooke, Feb. 4; Maine, Feb. 8; St. Catharine's, Feb. 19; Adirondack, Feb. 22; Fredericton, Feb. 26. Coliseum, Moncton

Feb. — Fredericton Express play: Sherbrooke, Feb. 2; Nova Scotia, Feb. 4; Moncton, Feb. 6; Maine, Feb. 9; St. Catharine's, Feb. 16; Adirondack, Feb. 18, 25. Aitken Centre, Fredericton

Feb. — Threatre New Brunswick presents "Count Dracula": Feb. 1, Bathurst High; Feb. 2. James Hill, Chatham/Newcastle; Feb. 3, 4, 6, Riverview High, Moncton/Riverview; Feb. 7, Sussex High; Feb. 8-10, Saint John High; Feb. 11, St. Stephen Middle High

Feb. — Winter Carnivals: Feb. 14-19; Bathurst; Feb. 25-March 4, Paquetville; Feb. 14-19, Perth-Andover; Feb. 8-12, Riverview; Feb. 12-19, Saint-Louis-de-Kent; Feb. 24-26, St. Stephen; Feb. 20-26, Woodstock

Feb. 8 — Moscow Madrigals, Mount Allison University, Sackville

Feb. 9-12 — Men's N.B. Labatt Tankard Curling Championship, Saint John

Feb. 12 — Victorian Valentine Sunday, Kings Landing

Feb. 12 — N.B. Precision Figure Skating Championship, Fredericton

Feb. 14, 21, 28 — Capital City Jamboree, Playhouse, Fredericton

Feb. 18, 19 — Fraser Circuit Ski Race V and VI, Fredericton

Feb. 18, 19 — Freestyle Skiing Competition, Sugarloaf Provincial Park

Feb. 19 — Acadian Sunday, Kings Landing

Feb. 19 — Canadian Chamber Ensemble, Saint John

Feb. 20 — Canadian Chamber Ensemble, Mount Allison University, Sackville

Feb. 26 — Winter Snow Frolic, Kings Landing

Feb. 29 — March 4 — Ice Capades, Moncton

NOVA SCOTIA

Feb. — Nova Scotia Voyageurs play: Maine, Feb. 2; Sherbrooke, Feb. 5; Moncton, Feb. 12; St. Catharine's, Feb. 15; Adirondack, Feb. 19; Fredericton, Feb. 29. Metro Centre, Halifax

Feb. — Painting exhibit of Group of Seven artist Arthur Lismer, Dalhousie Art Gallery, Halifax

Feb. — Neptune Theatre presents "The Sea Horse," Feb. 1-5, 7-12; and "Mass Appeal," Feb. 23-26, 28-29. Halifax

Feb. 3-4 — Winter Carnival, Dartmouth

Feb. 4-5 — N.S. Nordic Ski Championships, Wentworth

Feb. 5-26 — National Museums of Canada exhibition, "Hercule Seghers: 17th Century Dutch Etcher," Acadia University Art Gallery, Wolfville

Feb. 8-12 — Dalhousie Theatre Productions presents "Split (At Home and Abroad)," Dalhousie Arts Centre, Halifax

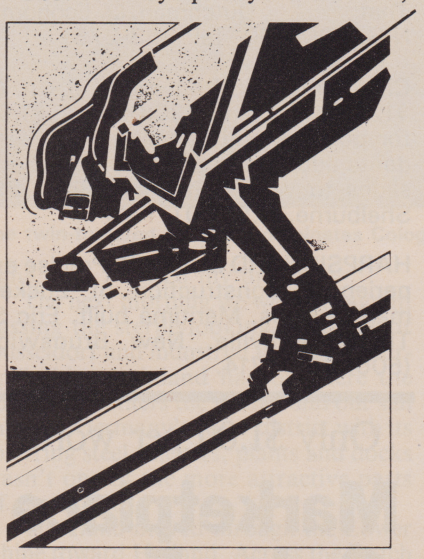
Feb. 10-16 — N.S. Mixed Curling, Lunenburg

Feb. 11 — Symphony Nova Scotia, pop series, Dalhousie Arts Centre, Halifax

Feb. 11, 12 — Alpine Ski, N.S. Cup 2, Wentworth

Feb. 16 — Federation N.S. Mixed Curling Bonspiel, Truro

Feb. 17 — Symphony Nova Scotia,



main series, Dalhousie Arts Centre, Halifax

Feb. 18 — Alpine Ski, N.S. Cup 3, Martock

Feb. 23 — International Boat Show, Metro Centre, Halifax

Feb. 23 — Symphony Nova Scotia, chamber series, Dalhousie Arts Centre, Halifax

Feb. 24-26 — Broomball Tournament, Shearwater

Feb. 25, 26 — Inter-area Figure Skating Championships, Kingston

PRINCE EDWARD ISLAND

Feb. 1-4 — "My Energy," Elaine Harrison exhibit, Holland College Art Gallery, Charlottetown

Feb. 1-12 — "Of Man and Wood," Eptek National Exhibition Centre, Summerside

Feb. 3-4 — Carlton Showband, Confederation Centre, Charlottetown

Feb. 3-5 — Winter Carnival, Belfast

Feb. 6-25 — Athol Buell paintings and Christopher Phillis sculptures exhibit, Holland College Art Gallery, Charlottetown

Feb. 8-12 — Winter Carnival, Georgetown

Feb. 9-11 — Island Community Theatre presents "Blithe Spirit," Confederation Centre

Feb. 15-19 — Winter Carnival, Charlottetown

Feb. 15-March 4 — "Island Images '84" exhibition, Confederation Centre Art gallery, Charlottetown

Feb. 16 — Royal Stadacona Band, Confederation Centre

Feb. 16 — March 11 — "Fragile Giants of the Sea," National Museum of Natural Sciences exhibit, Eptek National Exhibition Centre, Summerside

Feb. 17 — Makem and Clancy, Confederation Centre

Feb. 18 — P.E.I. Fiddlers, Confederation Centre

Feb. 19 — The Arion Baroque Ensemble, Confederation Centre,

Feb. 26-March 3 — Scott Tournament of Hearts curling bonspiel, Charlottetown

NEWFOUNDLAND

Feb. — "Collecting our Natural Heritage," Newfoundland Museum, St. John's

Feb. — Wonderful Grand Band performs in Arts and Culture Centres: Feb. 24, Gander; Feb. 25, Grand Falls; Feb. 26, Corner Brook; Feb. 27, Stephenville

Feb. 2 — Full Gospel Concert, Arts and Culture Centre, St. John's

Feb. 2 — Rising Tide Theatre presents "After Joey," Arts and Culture Centre, Stephenville; Feb. 3, Corner Brook

Feb. 8-13 — Carlton Showband, Arts and Culture Centre, St. John's

Feb. 8-17 — Theatre Newfoundland and Labrador presents "Billy Bishop Goes to War," Arts and Culture Centre, Corner Brook

Feb. 14 — Rita MacNeil, Arts and Culture Centre, St. John's

Feb. 15 — Avion Players present "Men in Jackets," Arts and Culture Centre, Gander

Feb. 17-25 — Winter Carnival, Corner Brook

Feb. 17 — Newfoundland Symphony Orchestra, Arts and Culture Centre, St. John's

Feb. 18-26 — Winter Carnival, Stephenville

Feb. 19 — Newfoundland Symphony Orchestra, Arts and Culture Centre, St. John's

Feb. 20-29 — Kiwanis Music Festival, Arts and Culture Centre, St. John's

Feb. 24-25 — Corner Brook Playmakers, Corner Brook

Feb. 27-29 — St. Martin's Old Fashioned Concert, Gander

Return of a salesman

After half a century, Eric Kierans is back in the Maritimes — this time promoting his brand of economic nationalism

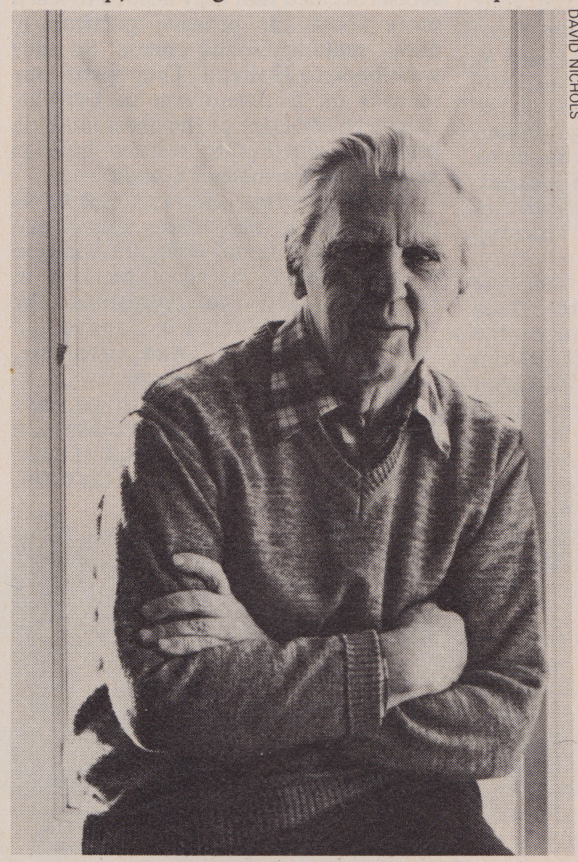
During the Depression, a kid fresh out of Loyola College in Montreal moved east and got his first job — selling carload lots of Ogilvie flour to wholesalers and bakeries throughout the Maritimes. "It was a very practical introduction to economics," Eric Kierans recalls. Today, at age 70, he's back in Halifax, this time selling something less tangible — an uncompromising economic nationalism and a view of government shaped by a long career in business and politics. He began lecturing part-time at Dalhousie University last fall, teaching a course that includes the background to decision-making in Canadian government.

A former federal and provincial cabinet minister, Kierans knows what makes governments tick. "He brings the benefit of his knowledge and a very unusual combination of experience," says John Graham, a colleague in the economics department who suggested Kierans come to Dal. "This course could only be taught by Eric Kierans," a fourth-year economics major agrees. "He covers all the bases."

Sitting in the study of his plush new home overlooking Halifax's Northwest Arm, Kierans admits there is a bias in his teachings. "I firmly believe that the country can only survive with a great deal of de-centralization," he says, running a hand through his mane of silver hair. If that's a belief that betrays a Quebecer's view of Confederation, it's also one that finds a welcome home in Atlantic Canada. And Kierans has had a long and happy connection with this region: After his stint as a salesman, he and his wife, Terry, often vacationed on Nova Scotia's South Shore. "We had decided a long time ago that we'd eventually retire down here," he says, "so we did."

It's a busy retirement. When he's not teaching, Kierans obliges a seemingly endless stream of economists and researchers interested in his ideas. Last fall, he delivered the Massey lectures on CBC Radio, speaking on topics ranging from "military security in the nuclear age" to "sustaining Canadian freedom in a pluralistic world." That's the serious side of Kierans, reflecting his deep concern for the future. But Tuesdays on CBC Radio's *Morningside* program, he often reveals a dry, irreverent sense of humor.

"He's totally unpredictable," says *Morningside* host Peter Gzowski, who conducts a lively discussion of topical issues featuring Kierans, Dalton Camp, and Stephen Lewis. Kierans "is at a stage in his own life where he has nothing to hide," adds Gzowski, "so he just blurts out some of the most wonderful stuff." On a recent show, Kierans suddenly began touting Gzowski for the Liberal leadership, claiming "ladies of a certain age down in the Maritimes" would take him over John Turner anyday. Off the air, Kierans explained that the producers wanted some gossip about who's going where in Ottawa. "If they want to make it a gossip session," he decided, "I'll make it a gossip session."



DAVID NICHOLS

Kierans knows what makes governments tick

That stubbornness, particularly when he knows he's right, is another facet of the man (he prefers to call himself "bull-headed"). But, as journalist Walter Stewart once wrote, Kierans "has always been a hell-raiser." An Irish Catholic who grew up in a working-class suburb of Montreal, he built a prosperous business making adhesive products. Teaching economics at McGill University in the Fifties led to the presidency of the Montreal Stock Exchange, a high-profile job that catapulted him into politics.

"The happiest years I had in politics" is how Kierans describes his role as a minister in Quebec's Lesage government from 1963 to 1966. "You had an enormous sense of accomplishing something." It was the height of the Quiet Revolution, and he helped put together the social programs demanded by a modern society. Disputes with Ottawa over jurisdiction convinced Kierans "you just couldn't run a country as diverse as this from the centre."

But he didn't want a separate Quebec. As president of the province's Liberal party in 1967, he opposed the separatist proposals of René Lévesque, forcing his former cabinet ally out of the party. Kierans felt the answer was to work within the federal system. After a dismal showing at the 1968 federal Liberal leadership convention, where he won praise but few votes for taking a stand on the issues, Kierans entered the Trudeau cabinet.

He began modernizing the Post Office and built the Department of Communications from scratch, but became increasingly frustrated by his lack of clout in cabinet on economic issues. The break came at a luncheon with Trudeau in April, 1971. The government lacked a clear economic policy, he told the prime minister, and the prevailing emphasis on exporting raw materials and importing capital was "a recipe for dependence" on the United States. But Trudeau was unmoved. "I wanted to criticize economic policy," Kierans explains now. "Obviously I had no choice but to resign."

"When Trudeau lost Kierans, he lost the one minister who was capable of original economic thought," columnist Richard Gwyn wrote in *The Northern Magus,* his biography of Trudeau. Since then, Kierans has become an outspoken economic nationalist, convinced that Canadians must wrestle control of their economy from the dominance of American-based corporations. But he has no regrets that he can criticize only from the outside. "Nothing much has changed," Kierans concedes, but "you provide alternatives, other points of view which people can assess."

Will Canadians ever heed his sales pitch and take firm control of their economic destiny? "I think Canadians are coming to realize that a more independent stand has to be taken on a great number of issues," he says. "We should stand up and be counted."

— Dean Jobb

Dutch treat

You don't have to go all the way to Holland to sample fresh, creamy, raw-milk Gouda cheese. Willem and Maja van den Hoek produce a Maritime version in Lower Economy, N.S.

By Pat Lotz

That Damn Dutchman is not your average tea-room name. But then, the establishment on Highway 1 at Lower Economy, N.S., is not your average tea room. The first thing you notice when you step inside is a long wooden tub of brine in which perfect rounds of cheese are floating, and behind, wooden shelves on which the finished product is displayed: Creamy wheels of ripening Gouda cheese.

Willem and Maja van den Hoek have been making Gouda cheese in Lower Economy, on the north shore of the Minas Basin, since 1980. Originally from Holland, they came to Nova Scotia in 1975, and for the first five years worked at a variety of jobs — clamdigging, lumbering, carpentry — while they built a residence and a building housing their cheesefarm and tea room. "We were back-to-the-landers, but a little more realistic," Willem says. "We liked dairying, and cheese was the only way to make it pay."

Every second day, Willem converts 500 L to 600 L of milk into approximately 60 kg of Farmstead Gouda cheese. "In Holland," Willem explains, "the name Farmstead means that the cheese is made from raw milk by a farmer." Farmstead cheese sells for a higher price than factory cheese, made from pasteurized milk, and is not exported.

A reliable supply of raw, unpasteurized milk is a very important element of the van Hoeks' cheesemaking operation. It must come from healthy, hay-fed cows. Since so many things can affect the taste, odor and bacterial content of milk — cows straying into the turnip patch, grazing on bitter weeds, being fed on corn silage — the cheesemakers must know the source of the milk. This means they cannot use bulk milk from a dairy plant. Instead, Willem picks up the milk himself from a farmer-friend in Bass River, "who knows what is at stake for me." If this source of good milk dries up, Willem is prepared to keep his own cows. "We could still make cheese from pasteurized milk," Maja explains, "but it would be a milder cheese, even bland."

Pasteurization kills up to 90% of the bacteria in milk, including the good bacteria that are a cheesemaker's best friend and contribute to a superior cheese. Canadian food regulations requiring raw milk cheese to be stored for 60 days ensure that any harmful bacteria are destroyed in the storage process.

These days, the van Hoeks rely on an animal rennet from Ontario and a freeze-dried culture shipped to them twice a year from Holland, but for their first batch of cheese they used a simple yogurt starter and a basic vegetable rennet. "The cheese didn't blow up, but it didn't age," Maja says. After six months of making cheese in their kitchen the van Hoeks decided that they needed to learn more about the process, particularly about making Gouda cheese. So they went back to Holland. They spent four months on a cheesefarm in Utrecht, "right on the edge of the cheesemaking district," where they learned how to make good Farmstead Gouda.

Gouda cheese is characterized by its rich flavor, a golden creamy interior and scattered, occasional holes. In addition to selling their cheese at markets in Halifax, Parrsboro and Five Islands, the van Hoeks sell by mail in Canada and "all over the States." And, of course, they sell it in their tea room.

While you're in the tea room, perhaps sampling a piece of cheesecake, you can watch Willem at some stage of making cheese: Heating the milk in the 650-L vat, pressing the cheese into moulds, applying the thin protective coating to the finished rounds. For people who can't get to the tea room, Maja offers some of her recipes.

Gouda Canape

Butter a slice of lightly toasted white bread. Lay on a slice of ham, then 2 or 3 asparagus spears and cover with a slice of Gouda cheese. Place under grill or in oven until cheese has melted. Serve immediately, garnished with parsley or ground paprika.

Gouda Cheese Fondue

1 lb. Gouda cheese, grated
1 clove garlic
2 cups dry white wine
1 tbsp. cornstarch
black pepper
nutmeg
1 loaf warm French bread, cut into small cubes

Rub fondue pan with cut garlic clove. Pour in wine and stir in cheese. Place pan over heat and continue stirring until cheese has melted and the sauce is smooth. As soon as the mixture starts to boil, thicken with the cornstarch mixed with a little wine. Add nutmeg and pepper to taste. Leave fondue simmering gently on stand while dipping bread cubes into it.

Quark Torte

(Cheesecake)

1 cup graham cracker crumbs

Willem and Maja van den Hoek: Realistic back-to-the-landers

2 tbsp. sugar
1 tsp. cinnamon
1/4 cup melted butter
3 eggs, separated
1 cup sugar
1 12-oz. can peaches or apricots
3 envelopes plain gelatin (3 tbsp.)
1/4 cup lemon juice
16 oz. Quark (or substitute 8 oz. cream cheese and 1 cup plain yogurt)
1 cup whipping cream

Combine first 4 ingredients and press onto bottom of 9-inch springform pan. Bake in 350°F. oven for 8 minutes. Cool. Drain fruit and add lemon juice to fruit juice. Sprinkle gelatin on juice. Beat 3 egg yolks with sugar until thick and creamy. Add prepared Quark (recipe follows) or cream cheese and yogurt and beat until smooth. Heat juice to dissolve gelatin. Add warm juice to cheese mixture and blend well. Whip egg whites until stiff and fold into cheese mixture. Whip cream until stiff and add half to cheese mixture, reserving other half for garnish. Cut up fruit and add to mixture. Pour into the pan. Smooth top with spatula, garnish with rest of fruit and cream, and set aside in a cold place for 4 hours.

Quark

Mix 1 qt. of milk with 1 qt. of buttermilk or yogurt and put in warm place for two days. At the end of this time it will be very thick. Line a bowl with 4 layers of cheesecloth and pour thickened milk into it. Tie up the cheesecloth and let it hang for 12 hours. By then, it should be solid and ready to be whipped smooth.

DAVID NICHOLS

FOLKS

When the **Ellis Family Band** of St. Eleanors, P.E.I., finally made the national country music hit charts this winter, they did it with a song by Ethel Ellis, mother of four of the boys in the band. That's only fitting, because the band is very much a family affair. Father Russell Ellis is a fiddler who taught all the boys to play and acts as manager and sound man. Ethel writes many of the lyrics. Brian, 26, plays rhythm guitar and fiddle and sings harmony. Rick, 24, is lead singer, plays drums and writes music. Stephen, 20, plays percussion and sings harmony. David, 18, plays lead guitar and sings bass. The fifth member, Greg MacDonald, 31, who's been with the band for seven years, plays bass guitar and sings background vocals. The band, which has been performing for more than 10 years at country fairs, Legions and clubs across the Island, moved into the big time last April, recording six songs in Nashville — a trip that cost $9,000. "We saved up," Rick says. "A lot of nights' playing went into that. It was a dream we always wanted to do." The payoff came when more than 100 radio stations across Canada began playing "Easy to Love," the group's first single. The band practises every Monday and Wednesday night in a converted garage in the Ellises' backyard and plays at clubs evenings and on weekends. Most of the members have day jobs. But from the start, Rick says, at least two of the boys decided they want to become full-time musicians. Reaching the top of the charts would help, of course. "It's starting to brighten a little bit," Rick says, "and you can kind of see a little light at the end of the tunnel."

If you drop by **John Powell**'s photography studio in Halifax some morning and he isn't there, it could be because he's at home in front of the TV set, watching *Sesame Street* or *Mr. Dressup*. Why would a grown man stay home from work to watch kids' shows? "To get to know my customers better," Powell, 42, explains. He specializes in photos of children: In the past 14 years, he's photographed more than 35,000 kids, and he believes he can communicate with his subjects better if he keeps up to date on the activities of personali-

RICHARD FURLONG

The Ellis Family Band: "A little light at the end of the tunnel"

DAVID NICHOLS

Powell: Keeping up with Mr. Dressup

ties such as Mr. Dressup and the Cookie Monster. A former bank employee and insurance agent, Powell began his present career in a photo studio in Toronto and learned his trade through books, experience and courses, including one given by photographer Sherman Hines. The key to photographing children, he says, is to treat them as if they were your own. "It's not enough just to like children, you have to love them," he says. "And not only do you need a sense of humor, but you have to consider yourself absolutely crazy." He believes children live in a fantasy world until about age five; then they start school and have to face reality. That's partly why he understands children so well: Like small children and some artists, he says, he lives in a world of fantasy — emerging long enough, of course, to pay taxes and bills.

Ethel Beeswanger of Portobello Road, N.S., doesn't need satellites and computers to give her the weather picture. She forecasts the weather months ahead of time by observing nature — squirrels, hornets' nests, wild berries, hemlock trees, the new moon. If, for example, the pigeonberries are plentiful, as they were in the fall and a year ago, she expects an "open" winter — not much snow, many mild spells. Her favorite forecasting tool is chicken breastbones: By mapping the white spots, she says, she can tell how cold a winter will be and when to expect the cold spells. "You can't beat chicken bones," says Beeswanger, a lively, five-foot-tall woman in her late 50s. Beeswanger picked up many of her forecasting skills from elderly friends and relatives as a young farm girl in the Annapolis Valley. Now she learns from nature: She lives about 10 km from Dartmouth with her three German shepherds, and works in the woods every day, cutting hardwood and yarding it out by horse. "I do all the work with my tongue," she jokes, "telling the other guys [occasional hired help] what to do." The weather signs this season, she says, point to an open winter. "The white spots on the chicken bones aren't as big as they were a year ago, so that means mild weather." But you can probably count on three big storms — "They usually come Jan. 22, Feb. 12 and March 9" — and a wet, rainy March, followed by one last cold spell about the beginning of April.

For most people, managing to sound alert and entertaining at 6 a.m., five days a week, would be challenge enough. But for **Norman Foster**, 34, popular morning host on CIHI radio in Fredericton, N.B., it's just the beginning. Off the air at 10 a.m. every day, Foster fills his afternoons writing some of the most entertaining drama to come out of the region. His *Sinners*, a salacious farce involving a minister's wife in an affair with a parishioner, opened the Theatre New Brunswick season last fall to rave reviews. Two other Foster plays have been produced by an amateur theatre group in Fredericton, and CBC Radio has produced a radio drama. "There's nothing like sitting in the audience and hearing people laughing at your own play," he says. Foster's theatrical career started with a small part in an amateur drama three years ago; eventually, he hopes, writing will become centre-stage in his life. He's already had requests from theatres in western Canada for the script of *Sinners*, and he's discussing a TV project with a producer in Toronto. Besides his two demanding careers, Foster, a single parent, also has the responsibility of two sons under age 10. His secret? "I find I manage to get by on four hours' sleep a night," he says. And he still manages to sound wide awake at 6 a.m.

DON JOHNSON

Foster: Wide awake at 6 a.m.

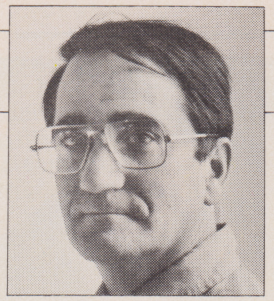
Queen Victoria is **Ernie Mickelburgh**'s favorite beaver. But visitors to his backyard beaver colony in Barnsville, 23 miles east of Saint John, N.B., seem to prefer beaver Don Harron, he says, because "he's a real friendly showman." Mickelburgh, 77, has been making friends with beavers since 1949, when

STEPHEN COOK

Mickelburgh and beaver friends

he and his late wife, Nancy, noticed large numbers of them strolling around their property like crowds of tourists. Nancy began offering them apples on a stick. Over time, as the animals nibbled at their snacks, she made the sticks shorter and shorter. Eventually they started eating out of her hand. Today, Mickelburgh, a former British soldier, has 10 furry tenants in the pond behind his house, with names such as Queen Victoria, Ben Wicks and Lady Di. They sleep all day, rising at about 4:30 p.m. to see what their landlord has provided for dinner on a floating table made of logs and branches. Mickelburgh pats them on the head, feeds them carrots and apples by hand and introduces them to any tourists who want to take their pictures. The colony stays at about 10, Mickelburgh says, because the kits leave home at about age two to find their own dam or pond. "I miss 'em," he says, "but I understand their need to move on."

An innocent abroad



"For six weeks, that odd combination of terror and exhilaration stayed with me"

It was April, not February, but chunks of ice still bobbed about in the harbor, and there were six inches of slush on the road. The fisherman next door came by as I was pitching towels, sun tan oil and swim fins into the trunk of the dark green Corvair.

"What the devil are you going at with that?" he said.

"I'm going to take it somewhere I can use it," I replied with a show of counterfeit bravado. For the next six weeks that odd combination of terror and exhilaration stayed with me. Come By Chance to Key West and back by way of Expo 67.

I spent most of one day trying to escape from Boston. They have a tunnel under the harbor, the first one I'd ever driven. The speed limit was 45 m.p.h., but the closeness of the walls made it seem more like 90. I touched the brakes which caused the monstrous truck on my rear bumper to blast its air horn and I think my eyes squirted blood.

But being trapped in a circle in Boston was no more daunting than the blizzard in the middle of Newfoundland. There were no houses in 100 miles, and when the whiteout came down you might as well have been buried alive. The gulf ferry ploughed through ice most of the way to North Sydney.

In New Brunswick, it was floods. Traffic was rerouted to increasingly narrower roads, and when I got to the Maine border I ran out of road map. That's when I discovered that all Americans don't talk like TV announcers.

I couldn't understand the guy at the service station at all. He said "whup" a lot, which I figured later to be "yes," and he made much reference to something called "innostayed" — the Interstate — and I ended up that evening blundering around the pine woods on the fringe of a military base, and the warning signs were horrendous.

The last thing I wanted to do was run afoul of GI Joe because I'd been roughly treated by a U.S. customs gent earlier in the day. My own silly fault. He asked the purpose of the trip and I said I was escaping the draft. . . "the cold Canadian draft, heh, heh."

You don't joke with those birds. He commenced heaving his questions at me over and over again, round about, back to front and I thought I'd be handed over next to Efrem Zimbalist Jr. This jaunt doesn't sound like a whole bunch of chuckles so far, but the relief after these bouts of terror was exquisite.

Your mainland lad is quite used, I dare say, to border crossings, Interstates and U.S. accents, but at that time in Newfoundland, the only highway was two lanes wide, and there was a single highway overpass. I was green, a very pale green, half the time.

But finally I blundered into Bangor, bought a road atlas, and settled down for the night. Color television, key lime pie, red-white-and-blue mailboxes — all neat stuff that you didn't get in Come By Chance.

Years before, my mother had passed through the customs sheds of Ellis Island and now I know exactly what she meant about that mixture of excitement and intimidation felt by immigrants to the great new land.

Discovering from my new maps about beltways didn't save me from the horrors of Boston, and so great was my dread of New York that I cut around it about 100 miles to the west. This didn't deliver me from a rush hour in New Jersey with 10 lanes of traffic belting along cheek by jowl. Water Street would hold no terrors after this.

"I couldn't understand the guy at the service station. . . . He made much reference to something called 'innostayed' "

It got warmer and the trees began to leaf out as in slow motion film. By Washington, it was summer. The few famous sites I've been able to compare with their pictures have one thing in common: The litter doesn't show in the pictures. The reflecting pool in front of the Lincoln Memorial was chock-a-block with rubbish, which struck me as odd since the Yanks seem so fastidious in their personal habits. Pictures often lie, though. I hadn't expected those appalling slums within blocks of the famous buildings.

As I was walking down the zillion or so steps in the Washington Monument there came a thunderous roar from above which grew closer. A joint shudder of fear ran through the tourists around me, who were mostly elderly whites, as a gang of black youths ran past, knocking all from their path.

Perhaps TV has reinforced our expectations of a brutal side of America. In Georgia I detoured on a red dirt road and looked back to find a convertible with a Confederate flag and full of redneck louts close to my rear bumper. They yelled and jeered, and it was a tense 10 miles before they stopped their sport.

And as I was about to enter a restaurant in Scranton, Pa., out burst five men in black hats and coats and dark glasses. The way the other citizens flattened themselves against the building as they swept past made me doubt that they were Sunday School teachers.

You meet your better sort of stereotypes, too. One night on a Florida campground I woke to find my airmattress floating in two feet of water. It was a flash flood. In an adjacent plot an aged granny had been left in charge of five grandchildren. Lordy, but she was feisty! She had those kids rounded up and bundled off to the high ground while the rest of us were still splashing around in panic. It was no trouble to picture her going west in a covered wagon picking arrows out of her poke bonnet.

With three or four of life's niftier experiences your First Time is likely to be unforgettable. So it was with my first glimpse of a sub-tropical sea. Just outside Jacksonville, I scrambled and slipped up the side of a white sand dune, and then I started to laugh like a maniac.

That color was impossible. Here was a whole ocean of that same blazing turquoise you get in swimming pools. I'd thought the tropic sea in pictures was a trick of light and film and that the real thing could never be so brilliant. Some people on the beach paid no attention as I galloped down the sand and into the sea, clothes and all. Winter-crazed northerners are no novelty here. It's only April, I kept thinking. Only April.

Some books are like that. You're sorry to have read *Huckleberry Finn* or *Boswell's Johnson* for the first time because you'll never be able to have that sublime experience again. When the tires spin and the nose drips and the furnace goes into overdrive, the sustaining flashback I get is that first glimpse of Florida's unearthly water.

I reversed the film and backtracked into spring again at Montreal. Expo 67 was rather different from Come By Chance, too, but I found the biggest thrill in town to be the traffic. At least in Boston they keep their hands on the steering wheel while they scream at you. And so to home. Still plenty of ice in the Cabot Strait and a respectable little snowflurry as I rolled ashore at Port aux Basques, and the trees were still bare. After all, it was only the first week in June.

Warning: Health and Welfare Canada advises that danger to health increases with amount smoked—avoid inhaling.
Av. per cigarette: Player's Extra Light: Reg: 9 mg "tar", 0.8 mg nicotine; King Size: 11 mg "tar", 1.0 mg nicotine.
Player's Light: Reg: 14 mg "tar", 1.0 mg nicotine; King Size: 15 mg "tar", 1.1 mg nicotine.
Player's Filter: Regular and King Size: 17 mg "tar", 1.2 mg nicotine.

Jewels for your table – The sparkle and style of Zwiesel... you can almost taste the magic inherent in fine crystal.

Zwiesel... the affordable 24% lead crystal from Germany with a design to suit every taste.

For a free brochure, write to: Zwiesel Crystal, 850 Progress Avenue, Scarborough, Ontario M1H 3C4

Zwiesel
Germany

Z-84-1